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ANNUAL REPORT
MONTANA HIGHWAY COMMISSION

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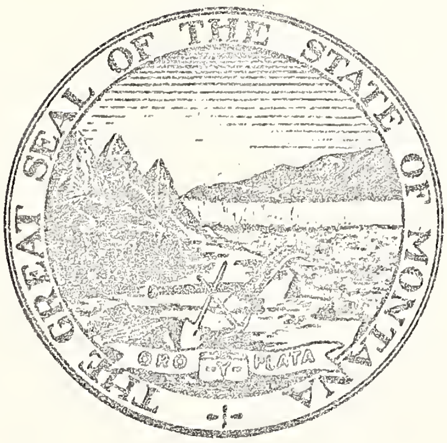
ANNUAL REPORT
OF THE
MONTANA HIGHWAY COMMISSION



TO THE
GOVERNOR OF MONTANA
HONORABLE FORREST H. ANDERSON

FOR THE
FISCAL YEAR ENDED
June 30, 1970

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FORREST H. ANDERSON
GOVERNOR

MONTANA HIGHWAY COMMISSION

HELENA, MONTANA 59601

LEWIS M. CHITTIM
STATE HIGHWAY ENGINEER

September 24, 1970

IN REPLY REFER TO:

The Honorable Forrest H. Anderson
Governor
State of Montana
Helena, Montana 59601

Dear Governor Anderson:

In accordance with the requirements of Chapter 93, Session Laws of 1969, there is herewith transmitted to you the report of the Montana State Highway Commission covering the fiscal year ended June 30, 1970.

Sufficient transitional material is annexed in connection with each program report to provide continuity as well as a comparative assessment from the preceding 1968-1969 fiscal year. Thus the annual report covers the essential phases of the biennium.

Respectfully submitted,

STATE HIGHWAY COMMISSION

By ______________________
Joseph M. Nass, Chairman

JMN:KA:j

JOSEPH M. NASS, CHAIRMAN
POPLAR

JOHN J. LEARY, VICE-CHAIRMAN
KALISPELL

G. R. COONEY
BUTTE

WILLIAM M. KESSNER
BLACK EAGLE

H. S. HANSON
BILLINGS

JOHN D. WHEELER, SECRETARY
HELENA

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PRINCIPAL OFFICES AND OFFICERS

PRINCIPAL ADMINISTRATIVE OFFICERS

Forrest H. Anderson, Governor
Lewis M. Chittim, P.E., State Highway Engineer

STATE HIGHWAY COMMISSION

OFFICER TERM OF OFFICE	HOME ADDRESS
J. M. Nass, Chairman 2-1-63 - 1-31-71	164 "B", E., Poplar
John J. Leary, Vice-Chairman 6-1-67 - 5-31-71	Rt. 3, Hartt Hill, Kalispell
G. R. Cooney, Member 2-1-69 - 1-31-73	600 So. Arizona, Butte
William M. Kessner, Member 2-1-69 - 1-31-73	245 22nd Ave., N.W., Great Falls
H. S. Hanson, Member 3-1-69 - 2-28-73	2237 Green Terrace Drive, Billings

PRINCIPAL OFFICE

Montana State Highway Commission Building, Helena

LEGAL REFERENCES

GENERALLY

The Laws relating to the operations of the Montana State Highway Commission are, for the most part, contained in Chapter 197, Montana Session Laws of 1965, and all amendments thereto. Chapter 197 was entitled in part as follows:

> AN ACT TO BE KNOWN AS THE MONTANA HIGHWAY CODE, FOR THE CODIFICATION AND GENERAL REVISION OF THE LAWS PERTAINING TO HIGHWAYS, INCLUDING PLANNING, CONSTRUCTION, AND MAINTENANCE.

Chapter 197 has been segregated into various statutes with appropriate section numbers and these are contained in TITLE 32, Revised Codes of Montana, 1947, as amended.

Operating policies designed to carry out the expressed legislative intent are contained in various manuals including but not limited to, the Construction Manual, the Right-Of-Way Manual, the Personnel Manual, the Accounting Manual and the Legal Manual.

It is readily apparent that many programs are encompassed within the wide jurisdiction of the Montana State Highway Commission as it is the custodian of the federal-aid and state highways and must function efficiently in all areas of its responsibility subject to the limitations of the constitution and the legislative mandates.

COURT ACTION AFFECTING AGENCY OPERATIONS

A recent court action having a material bearing on the operation of this Department is the case of Robert L. Woodahl, as Attorney General of the State of Montana vs. The State Highway Commission, 27 St. Rep. 192. The Court held in favor of the State Highway Commission and sustained its action in hiring legal counsel without the consent and approval of the attorney general.

PRINCIPAL GOALS

The State Highway Commission was created by legislation passed on March 13, 1913. Between that date and the present time, many laws have been passed affecting the Commission, and these laws were recodified under Chapter 197 of the 1965 Session Laws. Sections 32-1619 through 32-2716, R.C.M. 1947, as amended define the principal activities of the Commission. The Commission consists of five members appointed by the Governor from five commissioner districts. The State Highway Engineer is the Chief Administrative Officer.

As defined in Section 32-2406 - GENERAL POWER OF THE COMMISSION, "the Commission may plan, layout, alter, construct, reconstruct, improve, maintain, and abandon highways on the Federal-aid systems and state highways." The principal objectives are to construct, maintain and administer highway systems to the highest degree that finances will permit. The state highway systems are coincident with the federal-aid highway systems, and federal funds are apportioned to the state for use, in conjunction with state matching funds, for construction of the highways, including engineering and right-of-way acquisition. Maintenance and administration are financed entirely by state funds.

PROGRAM INVENTORY AND COST SUMMARY

Program	Cost 1968-69 F.Y.	Cost 1969-70 F.Y.
General Operations	2,863,996	3,500,118
Preconstruction	8,065,239	10,165,316
Construction	57,670,736	74,621,814
Maintenance	10,492,794	11,758,881
Advertising	256,505	344,272
TOTALS . . .	$79,349,270	$100,390,401

MAJOR ACCOMPLISHMENTS

GENERAL OPERATIONS

Montana's road building program has been greater this past fiscal year than in any similar period in the state's history.

The Montana State Highway Commission has kept pace with the increasing demands for new and improved highways on all road systems by fully obligating all Federal funds. During fiscal year 1970, the Montana State Highway Commission awarded over $70 million in construction contracts, an increase of $12 million over the previous fiscal year.

Progress on the Interstate System is proceeding as expected. We have completed 639.269 miles out of a planned total of 1,187.9. There are 172.276 miles presently under construction, and 33.934 miles partially completed, for a total of 845.479 miles completed or underway at the end of fiscal year 1970.

This building pace will continue at a slightly reduced rate in the next fiscal year, due to a decrease of approximately 18 percent in Federal allocations. Thus, we anticipate awarding over $60 million in contracts in fiscal 1971, pending the availability of Federal Funds.

A State Savings Fund has been established for specialized reconstruction projects. In fiscal year 1969, Congress enacted legislation which changed the Federal Aid Highway matching ratio from 57% Federal - 43% State to 66% Federal - 34% State. It was specified that the State funds saved under the new matching ratio would have to be spent on 100% State-financed projects. Since these projects did not have to be located on Federal-State highway systems $3,000,000 per year of these funds saved have been allocated to the cities and counties under Chapter 355 of the 1969 Session laws.

At the same time that we pursue a vigorous construction program, the Commission is stressing the need for safety in the design of highways. In order to reduce the accident ratio, our designers are utilizing such devices as breakaway signposts,

guardrails with modified end treatment, the elimination of guardrails except where very necessary, the lighting of interchanges, flattening of slopes for easy runoff, and upgrading of all signs and traffic control devices on the Interstate, Primary and Secondary Systems as well as urban streets.

A reasonable timetable has been achieved in the design and completion of the new highway complex. The architects, Morrison-Maierle, Inc., have presented us with the preliminary study which has been approved by the Commission, and bids will be let for the main buildings in late winter or early spring. The land is in the process of acquisition, and there are presently seven condemnation actions in the courts to secure title. Final acquisition should be completed before contracts are awarded. The architects have designed the major part of the complex within the budget designated by the 1969 Legislature; however, the Commission will have to approach the 1971 Legislature for approximately $2 million to construct the motor pool and shop facilities and additional parking.

A significant addition to our organizational setup has been the establishment of the Internal Review Section. This step considerably upgrades the efficiency of auditing our accounts and in reviewing the various operations of the department to insure compliance with policies and procedures of the Federal Highway Administration and State laws.

PRECONSTRUCTION

The Preconstruction Division was responsible for detailed planning and designing of all Federal-aid construction projects on the Interstate, Primary and Secondary Highway Systems during the 1970 fiscal year, as well as complying with schedules for this work on proposed future projects.

Involved in this work are studies to determine highway routings and locations sufficient for establishing approvals by all municipal, county, state and federal agencies concerned; preparation of design plans and associated design reports for development of final plans, to the assembling and issuing of contract documents; advertising for and conducting all bid lettings, with recommendations to the Commission for award of contracts.

Preconstruction activity ranges from a few months' work on a number of betterment and safety type projects to periods ranging from 3 to 5 years' work on normal or complex new construction projects. Projects completed and let to contract for fiscal year 1970 amounted to $70,284,786.13 as compared with $58,405,021.38 for fiscal year 1969.

Much review, modification and addition to preconstruction work previously approved and considered complete has been made necessary by the creation, institution and rapid growth of various planning agencies during the last year or two. To insure that greater consideration is given to concerns pertinent to such planners and other responsible local groups and individuals, Bureau of Public Roads' approvals and authorizations are withheld until new and enlarged requirements for informational notices, public hearings and releases by specified agencies are satisfied.

Due to limitations of adequate space and qualified personnel, Engineering Agreements for the design of most of the remaining Interstate projects were made with interested and competent consultant firms. Following is a summary of this activity:

F.Y.	Number of Firms	Number of Active Projects	Number of Miles	Total of Committed Fees
1968-69	11	53	387.7	$ 6,287,897.27
1969-70	12	62	425.2	$ 8,155,118.00

Pertinent information, proposals and reviews were furnished by the Traffic Section, in connection with the Comprehensive Safety Program required of all States to satisfy Federal Funding requirements.

RIGHT-OF-WAY REPORT

Right of way acquisition and its cost for the fiscal year 1968-69 is shown in the table below. The costs shown herein are direct payments and do not include administrative and court costs.

It was necessary to acquire 43 parcels of right of way by litigation. 58% of these parcels was acquired for Interstate projects; 35% was acquired for Primary projects; 7% was acquired for Secondary projects.

The State Highway Commission rendered relocation assistance to 35 displaced persons, 5 farms and 13 businesses in this period. The total cost of this service was $10,738.73.

The Utilities Section of the Right of Way Division concluded 70 agreements with railroads and public utility companies for relocation of rail, telephone, electric power, and gas and oil pipelines. These relocations, because of highway construction, were accomplished at a total cost of $2,639,982.32.

SYSTEM	NO. OF PARCELS	ACRES	COST OF R/W	% OF PARS.	% OF ACRES	% OF COST
Interstate	244	1,787	1,444,157	37.8	75.4	58.5
Primary	239	213	841,081	37.0	9.0	34.0
Secondary	159	369	180,606	24.7	15.6	7.3
Emergency	3	1	4,717	0.5	00.0	00.2
TOTAL	645	2,370	2,470,561	100.0	100.0	100.0

RIGHT-OF-WAY REPORT

Right of way acquisition and its cost for the fiscal year 1969-70 is shown in the table below. The costs shown herein are direct payments and do not include administrative and court costs.

It was necessary to acquire 62 parcels of right of way by litigation. 58.1% of these parcels was acquired for Interstate projects; 40.3% was acquired for Primary projects; 1.3% was acquired for Secondary projects.

The State Highway Commission rendered relocation assistance to 90 displaced persons, 6 farms and 13 businesses in this period. The total cost of this service was $48,858.

The Utilities Section of the Right of Way Division concluded 163 agreements with railroads and public utility companies for relocation of rail, telephone, electric power, and gas and oil pipelines. These relocations, because of highway construction, were accomplished at a total cost of $2,357,983.

SYSTEM	NO. OF PARCELS	ACRES	COST OF R/W	% OF PARS.	% OF ACRES	% OF COST
Interstate	135	1,956	2,171,306	23.3	58.4	64.2
Primary	139	329	823,951	23.9	9.8	24.4
Secondary	251	929	306,139	43.3	27.7	9.1
Other	55	138	78,968	9.5	4.1	2.3
TOTAL	580	3,352	$3,380,364	100.0	100.0	100.0

CONSTRUCTION

At the beginning of the 1969-70 fiscal year, the program of the Construction Division consisted of administering 127 contracts with a total value of $94,306,829. During the 1969-70 fiscal year 119 contracts worth $70,284,786 were awarded and 109 contracts were completed. Leaving 137 contracts presently in force to begin the 1970-71 fiscal year with a value of $118,248,844.

Of the 137 contracts in force at the end of the 1969-70 fiscal year, 74 are Interstate projects, 34 are Primary projects, and 29 are Secondary projects. Included in the above totals are contracts for safety projects, State Savings Fund projects and State Maintenance projects.

The Construction Division is also responsible for the administration of city and county projects involving funds allocated from the State Highway Fund.

The administration and supervision of the State Highway Commission Construction program in the field is carried out by eleven construction divisions. As of May, 1970, 895 employees, including engineers, inspectors and administrative personnel were engaged in the construction of highways throughout the state.

The headquarters staff of the Construction Division consists of 24 employees, including summer help.

The Bridge Division, with a staff of forty, was responsible for the design and construction of bridges on the Interstate, Primary and Secondary Systems. Private engineering firms assisted with approximately 20 percent of the design.

During the report period, 11,420 lineal feet, or over 2 miles of structures, were awarded to contract. This consisted of 78 bridges and separations having a total contract amount of $6,428,527.

During the fiscal year 1968-69 private engineering firms assisted with approximately 10 percent of the design. There were 17,622 lineal feet, or approximately 3-1/3 miles of structures awarded to contract. This consisted of 83 bridges and separations having a total contract amount of $12,111,035.

BRIDGE DIVISION - STRUCTURES

Fiscal Year 1968-69

NUMBER AND TYPE	LENGTH	AMOUNT
38 Precast Prestressed Concrete Beam Structures	6,013 Ft.	$ 2,968,215
19 Steel Girder Structures	9,861 Ft.	8,205,273
18 Cast-In-Place Concrete Structures	1,748 Ft.	798,048
3 Minor Structures (Less than 20' in Length)	- -	40,357
5 Structures widened	- -	99,142
		$12,111,035

Fiscal Year 1969-70

NUMBER AND TYPE	LENGTH	AMOUNT
40 Precast Prestressed Concrete Beam Structures	7,740 Ft.	$ 3,813,595
7 Steel Girder Structures	2,370 Ft.	1,588,997
17 Cast-In-Place Concrete Structures	1,310 Ft.	790,776
3 Minor Structures (Less than 20' in Length)	- -	140,288
11 Structures Repaired and/or Revised	- -	94,871
		$ 6,428,527

The Bridge Division assisted in the planning and processing of 8 projects for installation of automatic flashing light signals at railway-highway grade crossings in the fiscal year 1968-69. These signal projects will represent a total cost of approximately $100,000.

The Bridge Division assisted in the planning and processing of 6 projects for installation of automatic flashing light signals at railway-highway grade crossings in the fiscal year 1969-70. These signal projects will represent a total cost of approximately $165,000.

MONTANA HIGHWAY COMMISSION
RECORD OF AWARDS FISCAL 68·69

	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE
MILES OF INTERSTATE	17.408	0	32.521	0	0	No Letting	No Letting	0.113	11.313	8.497	5.678	35.268
MILES OF PRIMARY	19.482	0.306	7.651	0	0			11.929	0.920	9.083	13.751	0
MILES OF SECONDARY	40.385	0	4.877	0	0			0.469	7.824	13.430	4.878	14.362
MILES OF URBAN	0	0	0	0	0			0	0	2.609	0	0
FEET OF STRUCTURES	577.0	0	2957.0	3030	0			1,219.16	2,221.0	3,827.02	2,837.0	3,064.5
$ INTERSTATE	4,582,838.65	346,005.71	9,554,384.15	0	58,719.18			987,479.44	6,661,288.49	4,692,945.11	5,654,013.06	12,607,709.31
$ PRIMARY	1,929,113.57	76,053.10	18,799.21	0	0			2,464,158.82	362,268.59	1,875,056.77	334,448.71	26,524.76
$ SECONDARY	1,983,226.05	0	544,250.41	243,577.81	0			104,672.78	290,255.93	853,538.13	99,405.21	319,372.94
$ URBAN	0	0	0	0	0			23,294.62	0	1,369,926.37	0	0
$ MAINTENANCE	0	0	0	247,397.50	38,538.00			0	0	55,760.00	0	0
$ BEAUTIFICATION	0	346,005.71	0	0	0			32,297.25	44,909.68	0	0	0
$ SAFETY	0	28,443.95	0	0	0			74,152.36	47,000.00	22,854.80	0	0
FENCING MILES	17.408	0	30.417	0	0			7.198	12.042	14.305	9.785	35.369
SIGNING MILES	0	0	0	127.1	0			0	56.5	0	121.7	178.3
TOTAL FOR MONTH $	8,495,178.27	422,058.81	10,117,433.77	490,975.31	97,257.18			3,579,605.66	7,313,813.01	8,847,226.38	6,087,866.98	12,953,607.01
INTERSTATE MILES ACCUMULATIVE	17.408	17.408	49.929	49.929	49.929			50.042	61.355	69.852	75.530	110.798
PRIMARY MILES ”	19.482	19.788	27.439	27.439	27.439			39.368	40.288	49.371	63.122	63.122
SECONDARY MILES ”	40.385	40.385	45.262	45.262	45.262			45.731	53.555	66.985	71.863	86.225
URBAN MILES ”	0	0	0	0	0			0	0	2.609	2.609	2.609
FEET OF STRUCTURES ”	577.0	577.0	3534.0	3,837.0	3,837.0			5,054.16	7,275.16	11,102.18	13,939.18	17,003.68
MISCELLANEOUS	0	0	0	0	0			8,715.00	8,715.00	0	0	0
TOTAL LET TO CONTRACT $	8,495,178.27	8,917,237.08	19,034,670.85	19,525,646.16	19,622,903.34			23,202,509.00	30,516,321.01	39,363,547.39	45,451,414.37	58,405,021.38

montana highway commission record of awards fiscal 1969 - 70

	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE
MILES OF INTERSTATE	9.010	1.137	0.056	2.523	28.309	0	8.859	17.392	11.541	10.437	0	4.095
MILES OF PRIMARY	7.734	0	7.485	0	0	0.980	0	0	2.215	0	9.051	9.281
MILES OF SECONDARY	26.678	10.167	13.426	4.580	0	5.805	0.260	5.514	9.556	0.015	0	12.054
MILES OF URBAN	1.303	0	0	0	0	0	1.168	0	0	0	0	0
FEET OF STRUCTURES	1,828.8	0	1,449 0	228.0	2,274.94	259.0	846.0	961.5	1,622.5	1,034.25	387.0	421.5
$ INTERSTATE	7,590,905.48	535,749.34	2,060,712.11	2,095,448.20	13,447,566.25	0	2,343,832.88	3,046,619.03	7,623,205.12	4,368,248.40	0	5,702,179.97
$ PRIMARY	3,280,149.79	0	882,163.37	139,356.00	157,389.00	846,394.40	417,011.97	4,687.50	613,690.28	0	2,121,159.34	1,359,258.47
$ SECONDARY	2,428,081.42	929,919.66	1,046,156.40	485,901.38	0	498,848.15	124,303.20	460,454.79	1,132,158.53	137,136.46	367,961.67	1,823,334.38
$ URBAN	933,615.30	0	0	0	0	0	895,374.64	0	0	0	0	0
$ MAINTENANCE	0	0	0	274,948.00	0	0	0	101,751.75	0	0	0	0
$ BEAUTIFICATION	0	62,978.38	0	0	0	0	0	0	0	0	0	0
$ SAFETY	0	0	0	0	0	0	1,436,689.81	0	0	0	0	0
FENCING MILES	8.906	1.011	3.920	0	31.593	0	8.859	11.070	5.711	20.739	0	9.554
SIGNING MILES	0	52.4	172.4	0	126.6	0	146.4	0	0	0	0	8.254
TOTAL FOR MONTH $	14,232,751.99	1,465,669.00	3,989,031.88	2,995,653.58	13,604,955.25	1,345,242.55	3,780,522.69	3,613,513.07	9,369,053.93	4,514,438.36	2,489,121.01	8,884,832.82
INTERSTATE MILES accumulative	9.010	10.147	10 203	12 726	41.035	41.035	49.894	67.286	78.827	89.264	89.264	93.359
PRIMARY MILES ''	7.734	7.734	15.219	15.219	15.219	16.199	16.199	16.199	18.414	18.414	27 465	36.746
SECONDARY MILES ''	26.678	36.845	50.271	54.851	54 851	60.656	60.916	66.430	75.986	76.001	76.001	88.055
URBAN MILES ''	1.303	1.303	1.303	1.303	1.303	1.303	2.471	2.471	2.471	2.471	2,471	2.471
FEET OF STRUCTURES ''	1,828.8	1,828.8	3,277.8	3,505.8	5,780.74	6,039.74	6,885.74	7,847.24	9,469.74	10,503.99	10,990.99	11,412.49
MISCELLANEOUS	87,761.17	11,605.00	0	139,356.00	0	0	0	0	0	156,695.55	0	55,585.90
TOTAL LET TO CONTRACT $	14,232,751.99	15,698,420.99	19,687,452.87	22,683,106.45	36,288,061.70	37,633,304.25	41,413,826.94	45,027,340.01	54,396,393.94	58,910,832.30	61,399,953.31	70,284,786.13

The following tabular material (12 pages)

covers 7/1/68 to 6/30/70

INTERSTATE COMPLETIONS

COUNTY	PROJECT NUMBER	PROJECT LENGTH	TYPE OF WORK	DATE OF LETTING	AMOUNT OF CONTRACT	DATE COMP.	FINAL AMOUNT
Cascade	I-IG 15-5 (33)237	1478.34'	MB	3/66	897,808	8/68	884,303
Dawson	I 94-6 (10)213	2013.00'	MB	5/66	1,559,034	9/68	1,550,393
Cascade	I 15-5 (23)234 U-1	4.502	GD,GS,BPM, Signing & Dr.	6/66	3,765,842	12/68	4,137,768
Cascade	I 15-5 (23)234 U-3	4.502	FC	6/66	43,406	11/68	38,362
Yellowstone	I 94-1 (13)7 U-1	7.401	GD,GS,BPM,Dr. & MB (317.5')	9/66	1,560,556	8/68	1,568,156
Dawson	I 94-6 (12)212 U-1	1.609	GD & Dr.	1/67	755,309	7/68	778,804
Dawson	I 94-6 (12)212 U-2	1.012	FC	1/67	5,882	8/68	5,402
Dawson	I 94-6 (13)213	1973.0'	MB	1/67	1,518,248	10/68	1,500,871
Toole	LSI 15-8 (2)387	---	Rest Area	2/67	101,590	7/68	108,030
Yellowstone	LSI 90-8(3)443 & I 90-8 (41)444	6.411	Sprinkling & Seeding	4/67	214,614	6/69	220,375
Lewis & Clark	I 15-4 (28)228 U-1	2.626	GD,GS,BPM & MB (186.0')	5/67	1,418,268	3/69	1,422,496 (*)
Lewis & Clark	I 15-4 (28)228 U-2	2.626	FC	5/67	21,618	12/68	22,298
Broadwater & Gallatin	I 90-5 (14)279	546.0'	MB	5/67	294,083	8/68	283,410
Jefferson	I-IG 15-3 (8)177 U-1	5.552	GD,GS,BPM,Sn. & MB (1,312.0')	6/67	2,853,778	11/69	2,875,005
Jefferson	I-IG 15-3 (8)177 U-2	5.552	PC	6/67	39,771	8/69	39,513
Broadwater & Gallatin	I 90-5 (16)272 U-1 & I-IG 90-6(21)275U-1	4.359	GD,Gs,CSB,BPM,PCP,Light,Sign & MB (1,204.5')	6/67	2,497,406	8/69	2,631,218
Broadwater & Gallatin	I 90-5(16)272 U-2 & I-IG 90-6(21)275 U-2	4.359	FC	6/67	27,612	8/69	27,299
Jefferson	I 90-5 (17)250 U-1	4.899	GD,GS, BPM	6/67	1,779,499	11/68	1,901,184
Jefferson	I 90-5 (17)250 U-2	1145.0'	MB	6/67	453,561	10/68	440,980
Jefferson	I 90-5 (17)250 U-3	4.899	FC	6/67	34,694	12/68	34,279
Missoula	I 90-2 (34)104	---	Storm Drain	7/67	129,806	7/68	132,418
Lewis & Clark	LSI 15-4 (1)184	0.688	Landscaping	8/67	105,466	7/68	103,374
Lewis & Clark	I 15-4 (32)218	9.932	Seeding & Landscaping	8/67	69,838	10/68	68,353
Missoula	I 90-2 (2)105	0.551	Landscaping	8/67	81,155	8/68	83,285
Gallatin	I-IG 90-6 (22)305 U-1	1.388	GD & Dr.	8/67	592,365	8/69	570,511
Gallatin	I-IG 90-6 (22)305 U-2	1364.0'	MB	8/67	651,285	10/68	641,307
Gallatin	I-IG 90-6 (22)305 U-3	1.388	FC	8/67	34,848	7/69	35,294
Yellowstone	I 90-8(37)447 & I 90-8 (46)452	---	Lighting	8/67	40,669	9/68	44,689
Yellowstone	I 90-8 (45)443	---	Lighting & Signing	8/67	69,511	11/68	80,640
Missoula	I90-2(40)102 & I 90-2 (41)104	---	Lighting	9/67	30,697	10/68	34,385
Yellowstone	I-IG 94-1(17)13 U-1 & I 94-1 (19)1	10.469	GD,GS,BPM,Signs & MB (223.0')	9/67	2,971,294	2/69	3,069,923
Yellowstone	I-IG 94-1 (17)13 U-2	777.7'	MB	9/67	563,877	5/69	554,815
Yellowstone	I-IG 94-1 (17)13 U-3	890.0'	MB	9/67	466,134	5/69	460,437
Yellowstone	I-IG 94-1 (17)13 U-4	10.469	FC	9/67	68,022	4/69	70,189
Dawson	I-IG 94-6 (14)209 U-2	1739.0'	MB	9/67	757,378	7/69	742,030
Dawson	I-IG 94-6 (14)209 U-3	1561.2'	MB	9/67	728,682	6/69	711,746
Jefferson	I 15-3 (15)173 U-2	3.569	FC	10/67	28,582	9/69	28,481
Dawson	I-IG 94-6 (14)209 U-1	8.470	GD,GS,BPM,Sign & MB (438.0')	10/67	2,801,229	5/69	2,944,572
Dawson	I-IG 94-6 (14)209 U-4	1121.5'	MB	10/67	518,766	5/69	511,608
Dawson	I-IG 94-6 (14)209 U-5	6.697	FC	10/67	104,218	11/69	107,405

INTERSTATE COMPLETIONS - (Continued)

Silver Bow	I 15-2(22)123 U-1, I 90-4 (15)216 U-1, & I 115-2 (5)126 U-1	5.282	GD,GS,BPM,Dr.,MB (633.5')	11/67	1,670,516	9/69	1,665,919	
Jefferson	I 15-3 (15)173 U-1	3.569	GD,GS,BPM,Signs & MB(339.25')	11/17	1,789,208	9/69	1,824,323	
Silver Bow	I 15-2(22)123 U-2, I 90-4(15)216 U-2 & I 115-2 (5)126 U-2	5.282	FC	11/67	42,514	9/69	44,982	
Lewis & Clark	I-IG 15-4 (26)221 U-3		Guard Rail & Median Rail	12/67	168,321	10/68	171,047	
Silver Bow	I 15-2 (22)123 U-3, I 90-4 (15)216 U-3 & I 115-2 (5)126 U-3	5.607	Weigh Stas.,Signing &Lighting	2/68	183,844	11/69	197,375	
Cascade	I 15-5 (46)271 & I 315-5 (6)272	5.605	Seeding & Landscaping	2/68	216,320	5/69	168,106	
Missoula	I 90-2 (43)95	16.072	Lndscp,SprinklingSystem & Seed	2/68	86,979	4/69	92,233	
Prairie	I-IG 94-5 (7)174 U-1	6.540	GD & Minor Items	2/68	978,011	8/69	1,076,292	
Prairie	I-IG 94-5 (7)174 U-2	6.540	FC	2/68	39,469	12/69	39,802	
Yellowstone	I 90-8 (55)455 U-1	6.012	GD	3/68	2,232,413	10/69	2,119,889	
Yellowstone	I 90-8 (55)455 U-2	1138.0'	MB	3/68	492,629	9/69	492,826	
Yellowstone	I 90-8 (55)455 U-3	6.012	FC	3/68	39,966	11/69	39,578	
Granite	I 90-3 (13)143 U-2	372.5'	MB	5/68	354,324	7/69	347,168	
Granite	I 90-3 (14)135 U-2	438.0'	MB	5/68	276,873	8/69	272,248	
Silver Bow	I 90-4 (19)228	0.814	GD,GS,BPM,FC & MB (295.25')	5/68	577,417	8/69	589,991	
Prairie	I-IG 94-5 (9)174	1821.0'	MB	6/68	893,764	10/69	887,051	
Cascade	I 15-5 (47)269	1.771	DR.	7/68	214,759	5/69	206,469	
Missoula & Granite	I 90-2 (44)103 & I 90-3 (25)153	---	Signing & Lighting	7/68	46,337	6/69	45,908	
Jefferson & Broadwater	I 90-5 (18)265 U-1	7.007	GD,Rel. Items & MB (306.0')	7/68	1,592,659	11/69	1,536,804	(*)
Jefferson & Broadwater	I 90-5 (18)265 U-2	7.007	FC	7/68	41,621	11/69	44,143	
Jefferson	I 90-5 (19)255 U-1	10.401	GD, Rel.Items & MB (78.0')	7/68	2,622,529	11/69	2,458,572	
Jefferson	I 90-5 (19)255 U-2	10.401	FC	7/68	64,935	10/69	68,275	
Jefferson	I 15-3 (23)177	5.552	Seeding	8/68	23,715	5/69	24,998	
Cascade	I 15-5 (49)234	4.502	Seeding & Slope Protection	8/68	21,166	5/69	21,019	
Mineral	I 90-1 (51)48	13.824	Landscaping & Seeding	8/68	61,859	11/69	71,665	
Silver Bow	I 90-4 (22)209	6.953	Seeding	8/68	19,887	5/69	17,572	
Broadwater & Gallatin	I 90-5 (21)272, I 90-6 (20)287 & I 90-6 (25)275	22.203	Seeding & Landscaping	8/68	76,182	5/70	101,949	
Stilwtr. & Yellowstone	I 90-8 (40)425	7.876	Landscaping & Seeding	8/68	70,173	5/69	68,177	
Yellowstone	I 90-8(56)451, I 94-1 (24)0 & I 94-1 (26)7	16.943	Seeding & Slope Protection	8/68	73,025	4/69	70,679	
Cascade	I 15-5 (30)260 U-1	7.016	GD & Related Items	9/68	592,483	6/70	613,270	(*)
Stillwater	I 90-8 (48)416 U-1	9.195	GD,Rel. Items & MB (1,398.0')	9/68	3,996,439	5/70	4,103,555	
Stillwater	I 90-8 (48)416 U-2	9.195	FC	9/68	68,445	6/70	71,939	
Big Horn	I 90-9 (17)483 U-1	6.234	GD & Related Items	9/68	736,950	10/69	726,559	
Big Horn	I 90-9 (17)483 U-2	6.234	FC	9/68	34,962	10/69	34,856	

INTERSTATE COMPLETIONS - (Continued)

Lewis & Clark	I 15-4 (28) 228 U-3	---	Channel clearing	11/68	58,719	4/69	55,820
Jefferson	I 15-3 (24)173 & I 90-5(20)250	8.468	Seeding	2/69	24,539	12/69	26,245
Lewis & Clark	I 15-4 (41)228	2.626	Seeding	2/69	7,758	5/69	4,485
Cascade	I 15-5(30)260 U-2 & I 15-5(45)255 U-2	286.0'	MB	3/69	142,822	10/69	140,307
Yellowstone	I 94-1 (29)13	10.469	Seeding	3/69	21,888	6/69	21,418
Prairie	I-IG 94-5 (10)174	6.540	GS, BPM, Seeding & Signing	3/69	972,409	11/69	929,598
Cascade	I 15-5 (49)234 U-2	---	Slope Protection	7/69	35,250	12/69	36,418
Cascade	I 15-5 (53)276	---	Reinf.Conc.Slab Median Covers	7/69	11,296	10/69	11,126
Mineral	I 90-1 (55)61	---	Reinf.Conc.Slab Median Covers	7/69	8,595	11/69	8,643
Granite & Powell	I 90-3 (28)157	---	Reinf.Conc.Slab Median Covers	7/69	24,720	10/69	24,840
Park	I 90-7 (26)332	---	Reinf.Conc.Slab Median Covers	7/69	7,900	10/69	7,820
Silver Bow	I 15-2 (22)123 U-4, I 115-2(5)126 U-4, I 90-4(15)216 U-4 & I 90-4 (19)228 U-4	6.096	Seeding	8/69	33,005	5/70	31,364 (*)
Yellowstone	I 90-8 (55)455 U-4	6.012	Seeding	8/69	29,973	12/69	25,897
Cascade	I 15-5 (47)269 U-2	---	Erosion Control	3/70	15,858	5/70	12,143
Dawson	I 94-6 (17)209	7.912	Landscaping & Seeding	3/69	23,022	6/70	22,124 (*)
Custer	I 94-4 (28)136 & I 94-4 (F)136 U-90	---	Embankment, Riprap & Dike Const.	4/70	64,679	6/70	64,662
				TOTALS	$52,539,528		$53.203.757

Notes: *Estimated Amounts

INTERSTATE CARRYOVERS

COUNTY	PROJECT NUMBER	PROJECT LENGTH	TYPE OF WORK	DATE OF LETTING	AMOUNT OF CONTRACT
Granite	I 90-3 (13)143 U-1	7.580	GD-GS-BPM (312.0')	5/68	4,848,778
Granite	I 90-3 (13)143 U-3	7.580	FC	5/68	42,852
Granite	I 90-3 (14)135 U-1	7.605	GD-GS-BPM (345.58')	5/68	4,202,925
Granite	I 90-3 (14)135 U-3	7.605	FC	5/68	53,196
Cascade	I 15-5 (30)260 U-3	7.016	FC	9/68	38,094
Big Horn	I 90-9 (18)489 U-3	7.972	FC	9/68	58,886
Big Horn	I 90-9 (18)489 U-2	1187.16'	MB	2/69	955,182
Gallatin	I-IG 90-6 (23)304 U-1	3.987	GD-GS-BPM-CLV & MB (182.7')	3/69	2,061,081
Gallatin	I-IG 90-6 (23)304 U-2	4.716	FC	3/69	42,278
Gallatin	I-IG 90-6 (24)306	1160.0'	MB	3/69	672,472
Stillwater	I 90-8 (36)407 U-1	7.326	GD & MB (775.0')	3/69	2,676,650
Stillwater	I 90-8 (36)407 U-2	7.326	FC	3/69	48,668
Cascade	I 15-5(45)255 U-3 & I 15-5(54)259 U-2	5.785	FC	5/69	14,695
Cascade	I 15-5 (35)230 U-2	1062.0'	MB	4/69	899,482
Cascade	I 15-5 (35)230 U-3	1581.02'	MB	4/69	1,436,120

INTERSTATE CARRYOVERS - (Continued)

Rosebud	I 94-3 (23)105 U-1	8.247	GD-GS-BPM-Signing & MB(713.0')	4/69	2,297,824
Rosebud	I 94-3 (23)105 U-2	8.247	FC	4/69	59,520
Lewis & Clark	I 15-4 (39)229	2536.0'	MB	5/69	2,257,619
Cascade	I 15-5 (45)255 U-1, I 15-5(54)259 U-1 & I 15-5 (30)260 U-4	12.802	GD-GS-BPM-Seeding-CSB, Signing, PCP, Lighting & Weigh Sta.	5/69	3,252,211
Cascade	I 15-5 (52)256	301.0'	MB	5/69	129,488
Beaverhead	I 15-1 (42)23 U-1	15.244	GD-GS-BPM-CSB-Seeding & Signing	6/69	4,385,992
Beaverhead	I 15-1 (42)23 U-2	783.0'	MB	6/69	408,917
Beaverhead	I 15-1 (42)23 U-3	15.244	FC	6/69	80,669
Jefferson	I 15-3 (22)168 U-1	5.397	GD-GS-BPM-Signing & MB(303.5')	6/69	1,992,394
Jefferson	I 15-3 (22)168 U-2	5.397	FC	6/69	43,330
Missoula & Granite	I 90-2(33)129 U-1 & I 90-3(15)132 U-1	6.474	GD-GS-BPM-Signing & MB(246.0')	6/69	3,241,826
Missoula & Granite	I 90-2(33)129 U-2 & I 90-3(15)132 U-2	6.474	FC	6/69	49,749
Prairie	I 94-5 (11)166 U-1	8.153	GD & Related Items	6/69	973,176
Prairie	I 94-5 (11)166 U-2	1802.0'	MB	6/69	1,370,963
Prairie	I 94-5 (11)166 U-3	8.254	FC	6/69	60,694
Cascade	I 15-5 (43)230	1688.8'	MB	7/69	1,216,219
Jefferson & Broadwater	I 90-5(23)255 & I 90-5(24)265	17.408	GS-BPM & Signing	7/69	3,734,289
Rosebud	I 94-3 (26)95 U-1	8.850	GD-GS-BPM-Signing-Seed-Weigh Sta.	7/69	2,490,624
Rosebud	I 94-3 (26)95 U-3	8.906	FC	7/69	62,013
L&C & Cascade	I 15-4(33)229 U-1 & I 15-5(35)230 U-5	1.537	GD & Related Items	8/69	465,409
Lewis & Clark	I 15-4 (33)229 U-2	1.011	FC	8/69	7,362
Gallatin	I-IG 90-6 (27)305	5.486	GS-BPM-Lighting & Signs	9/69	839,472
Big Horn	I 90-9 (30)483	5.833	GS-BPM & Signs	9/69	658,093
Rosebud	I 94-3 (26)95 U-2	1226.0'	MB	9/69	563,147
Cascade & L&C	I 15-4(33)229 U-3 & I 15-5(35)230 U-1	4.310	GS-BPM-Lndscpg. & Comfort Station	10/69	2,095,448
Cascade	I 15-5 (35)230 U-4	3.299	FC	11/69	24,691
Toole	I 15-8 (17)369 U-1	9.216	GD-GS-BPM-Signs & MB (659.75')	11/69	2,230,526
Toole	I 15-8 (17)369 U-2	9.216	FC	11/69	58,712
Missoula	I 90-2 (32)120 U-1	8.908	GD-GS-BPM-Sign-Seed & Comfort Station	11/69	4,235,063
Missoula	I 90-2 (32)120 U-2	1010.17'	MB	11/69	451,512
Missoula	I 90-2 (32)120 U-3	8.908	FC	11/69	68,784
Missoula	I 90-2 (35)85 U-1	10.170	GD-GS-CSB-PCP-Signs & Du. Weigh Sta.	11/69	4,185,225
Missoula	I 90-2 (35)85 U-2	10.170	FC	11/69	96,277
Missoula	I 90-2 (47)85	605.0'	MB	11/69	249,382
Stillwater	I 90-8 (60)40	14.152	GS-BPM & Signing	11/69	1,847,395
Custer	I 94-4 (25)153 U-1	8.779	GD-Rel. Items & MB (846.0')	1/70	2,274,357
Custer	I 94-4 (25)153 U-2	8.859	FC	1/70	69,476
Pondera	I 15-7 (12)331 U-1	11.057	GD & Related Items	2/70	1,080,611
Pondera	I 15-7 (12)331 U-2	714.0'	MB	2/70	364,178
Pondera	I 15-7 (12)331 U-3	11.070	FC	2/70	59,740

INTERSTATE CARRYOVERS - (Continued)

Mineral	I-IG 90-1(63)0 & I-IG 90-1 (64)4	5.597	Clearing & Grubbing	2/70	235,669
Prairie	I 94-5 (12)160 U-1	6.322	GD & MB (156.0")	2/70	1,306,421
Beaverhead	I 15-1 (48)50	---	Drilling & Gravity Drains	3/70	48,000
Stillwater	I 90-8(52)396 U-1 & I 90-8(63)406 U-1	11.455	GD-GS-BPM-Signing	3/70	6,714,442
Stillwater	I 90-8(52)396 U-2 & I 90-8(63)406 U-2	1517.5'	MB	3/70	806,247
Prairie	I 94-5 (12)160 U-2	5.711	FC	3/70	38,658
Beaverhead	I 15-1 (29)64 U-1	10.405	GD	4/70	1,006,378
Beaverhead	I 15-1 (29)64 U-2	953.0'	MB	4/70	480,735
Beaverhead	I 15-1 (29)64 U-3	10.437	FC	4/70	50,895
Jefferson	I 90-5 (25)231	---	Erosion Control	4/70	83,000
Stillwater	I 90-8(52)396 U-3 & I 90-8(63)406 U-3	10.302	FC	4/70	73,300
Big Horn	I-IG 90-9 (31)489	7.806	GS-BPM & Signing	4/70	1,576,514
Prairie	I 94-5 (11)166 U-4	8.254	GS & BPM	4/70	1,041,802
Toole	I 15-8 (27)369	9.261	GS, PMS & Signing	6/70	1,389,389
Yellowstone	I 90-8 (57)461 U-1	4.095	GD & MB (156.0')	6/70	1,093,248
Yellowstone	I 90-8 (57)461 U-2	4.095	FC	6/70	29,195
Yellowstone	I 90-8 (66)455	6.012	GS	6/70	863,420
Custer-Prairie	I 94-4(29)153, I 94-5(11)166 U-5 & I 94-5 (13)160	8.254	GS, PMS & SN	6/70	2,326,928
Big Horn	I 90-9(18)489 U-1 & I 90-9 (23)498	10.390	GD & Rel. Items & MB (1,403.0')	9/68	3,150,158
				TOTAL	$90,398,135

PRIMARY COMPLETIONS

COUNTY	PROJECT NUMBER	PROJECT LENGTH	TYPE OF WORK	DATE OF LETTING	AMOUNT OF CONTRACT	DATE COMP.	FINAL AMOUNT
Missoula	F 237 (24)	2.624	GD,GS,BPM, MB (449.5')	5/66	637,922	10/68	833,622
Wheatland	F 8 (15)	6.513	GD,GS,BPM,D	10/66	647,697	8/68	644,838
Fallon	F 86 (32)	6.442	GD,GS,GSS,BPM,D	10/66	679,050	8/68	666,588
Missoula	F 215 (16) U-1	7.488	GD,GS,BPM,D	10/66	2,159,557	7/69	2,297,088
Missoula	F 215 (16) U-2	346.0'	MB	10/66	294,765	7/68	290,058
Lewis & Clark	U 249 (17) & F 214 (6)	2.466	GD,GS,BPM,D,SN	10/66	630,183	6/68	639,843
Glacier	F 190 (8)	5.858	GD,GS,BPM,D	11/66	616,318	11/68	590,179
Fergus & Musselshell	F 26(8), F 33 (7), F 235(34) & F 333(33)	---	TC Devices	3/67	9,229	8/68	8,744
Yellowstone	LSF 2-228 (2)	---	Sprinklers-L-S	3/67	19,204	6/69	18,845
Flathead	LSF 1-257 (2)	1.521	Sprinklers-S	4/67	61,303	5/69	68,259
Fallon	F-FG 86 (30)	5.281	GD,BSB,BPM,D,MB (213.0')	5/67	786,390	8/68	818,188
Yellowstone	F 296 (17)	0.845	GR,GS,BPM,D,B	5/67	339,627	9/68	317,466
Garfield	F 247 (20)	1.022	GR,GS,RMO	6/67	176,257	8/68	168,354
Fergus	F 256 (27)	0.246	MB (91.5'), Appr., SPPC	6/67	145,635	7/68	141,285
Powder River	F 407 (3)	8.767	GR,GS,BPM	6/67	779,023	9/68	861,370

PRIMARY COMPLETIONS - (Continued)

Blaine	F 152 (9)	5.220	GR, Surf., BSB,BPM,MB (25.0')	7/67	964,110	11/68	924,700
Missoula	F 215 (17)	---	L	7/67	10,692	10/69	19,005
Cascade	U 224 (13)	---	L	7/67	21,581	9/68	22,085
Madison	F 281 (19)	1.015	GD, Surf., BPM	7/67	455,010	7/68	452,621
Yellowstone	F 187 (15)	---	L	8/67	8,606	9/68	9,106
Yellowstone	F 228 (23)	---	L, SN	8/67	27,154	11/68	29,560
Missoula	UF 219 (27)	2.236	GD, Surf., BPM	8/67	714,446	8/69	715,321
McCone	F 246 (18)	267.0'	MB	8/67	109,131	9/68	105,597
Garfield	F 256 (24) U-1	9.754	GD, Surf., BPM	8/67	1,246,627	9/68	1,299,736
Cascade	F 73 (5) U-1	11.121	GD, BPM	9/67	1,626,976	11/69	1,818,066
Yellowstone	F 108 (13)	1.739	GD,BPM	9/67	324,942	9/68	312,819
Missoula	ROW F 237 (23)	6.575	FC	9/67	1,624	12/68	12,406
Missoula	F 237 (25)	6.575	GD,PMS Base, BPM	9/67	985,348	11/68	1,080,732
Yellowstone	F 296 (18)	1.034	L	9/67	27,951	9/68	38,235
Dawson	U 199 (8)	0.558	GD,BPM,SN_MB	10/67	118,171	5/70	126,149(*)
Deer Lodge, Beaverhead & Silver Bow	F 43 (24)	50.6	Delineation	10/67	9,342	7/68	9,002
Bvrhead & Silver Bow	F 43 (25) U-2	304.0'	MB	10/67	177,497	7/68	175,926
Cascade	F 73 (5) U-2	666.5'	MB	10/67	388,191	10/68	385,038
Missoula	F 219 (29)	---	GD,BPM,L	10/67	5,705	11/68	5,578
Silver Bow	U 70 (16) U-1	---	BPM, Part. GR, D, MB	11/67	23,062	9/69	22,644
Bvrhead & Silver Bow	F 43 (25) U-1	2.745	GD,BPM	11/67	661,353	12/68	652,216
Carter & Powder River	F 47 (5) & F 198 (8)	---	TC, Rev. Intersection	11/67	42,440	7/68	38,049
Cascade	F 64 (13)	0.227	Repair slide Condition	11/67	100,042	7/68	105,940
Cascade	ROW F 73 (4)	11.121	FC	11/67	21,519	7/69	25,469
Carbon	LSF 106 (1)	---	Rest Area	11/67	80,562	12/68	79,264
Missoula	F 9999 (5) U-1	---	SI-Rev. Intersection	12/67	41,360	9/68	40,879
Silver Bow	U 70 (16) U-2	0.325	Weigh Station, SN, L	1/68	1,913	9/69	1,487
Cascade	F 388 (10)	---	S, LS	2/68	737	9/69	236
Carbon	F 106 (12) & F 107 (12)	9.663	GD,BPM,Bridge Widening	2/68	1,147,834	12/68	1,206,988
Dawson	F 245 (20) U-1	5.607	GD,BPM	4/68	799,660	10/69	850,106
Dawson	F 245 (20) U-2	332.0'	S&C MB	4/68	127,085	7/69	127,097
Jeff. & Broadwater	ROW F 248 (14), F 248(15) & F 248 (17)	1.015	GD,BPM,Part. FC, MB	4/68	282,387	7/69	296,790
Swtgrass & Wheatland	F 45 (10), F 45 (11) & F 9999 (20)	39.125	GD, Surf, BPM, SN	5/68	283,181	8/69	290,953
Glacier	F 196 (7)	---	SN, L	5/68	17,150	6/69	17,571
Yellowstone	F 296 (22)	---	Storm Sewer-Replace Pavement	5/68	39,509	11/68	37,028
Phillips	F 333 (34)	7.177	FC	5/68	13,726	9/68	13,742
Powder River	F 198 (9) & F 334 (18)	20.609	PM, Bit.Base, PMS	6/68	890,850	9/69	868,598
Daniels	F 266 (10)	10.011	PMS	6/68	264,387	10/68	222,576
Madison	F 244 (14)	4.976	GD,GS,BPM	7/68	659,691	7/69	641,115
Lake	F 194 (7)	0.306	GD,BST & Rel. Items	8/68	47,609	9/69	55,970

Madison	ROW F 244 (13)	4.976	FC	8/68	11,093	6/69	11.086
Cascade	F 388 (17)	---	Traffic Signals	8/68	19,949	7/69	19,833
Flathead	F 9999 (26)	---	School Crossing Flashers	8/68	8,495	10/68	8,397
L&C, Jeff.& Broadwater	F 77 (16)	4.323	GD,GS,BPM	9/68	457,778	12/69	462,537
Lake	ROW F 63 (10)	7.198	FC	2/69	2,515	4/69	2,812
Missoula	F 9999 (5) U-2	---	Signing & Signals	2/69	50,858	9/69	55,513
Silver Bow	U 9999 (19) U-1	---	Traffic Signals	2/69	23,295	9/69	22,784
Lincoln	F 58 (24)	0.165	GD,GS,BST	3/69	32,610	9/69	32,354
Pondera	F 67 (13)	0.168	GD,GS,BST	3/69	28,873	9/69	33,138
Sanders	F 88 (6), F 186 (7) & F 186 (8)	4.731	GD,GS,BPM & MB (30.0')	3/69	1,136,622	11/69	1,279,613
Missoula	F 215 (16) U-3	---	Weigh Sta. & Ramps	3/69	47,000	11/69	48,163
Wheatland	ROW F 45 (5)	6.229	FC	4/69	21,700	8/69	21,748
Wheatland	F 45 (12) U-2	401.0'	MB	4/69	221,438	6/70	218,718 (*)
Pondera & Glacier	F 190 (10)	7.013	Guard Rail	4/69	22,855	9/69	18,730
Hill	F 252 (25) & F 252 (26)	2.542	GD,GS,BPM,MB (140.0')	4/69	380,390	6/69	367,852
Broadwater, Jefferson & Lewis & Clark	ROW F 77 (15)	4.323	FC	5/69	5,576	8/69	7,316
Meagher	F 94 (5)	9.428	BPM	5/69	241,360	9/69	242,001
Dawson	F 9999 (31)	83.4	Signing	5/69	70,048	4/70	70,767
Meagher	F 9999 (32)	48.3	Sign, Fl.Beacons & Lighting	5/69	17,464	12/69	18,184
Judith Basin, Wheatland & Fergus	F 9999 (25)	---	Signing	7/69	26,525	11/69	25,706
Cascade	F 218 (14)	---	Dr. & Erosion Control	10/69	54,106	6/70	74,252(*)
Lincoln	F 250 (8) U-2	---	Storm Drain Outfall	10/69	85,250	6/70	82,590(*)
Granite-Deer Lodge	F 9999 (17)	53.4	Signing	9/69	24,454	5/70	23,290
				TOTAL	$23,741,575		$24,648,511

PRIMARY CARRYOVERS

COUNTY	PROJECT NUMBER	PROJECT LENGTH	TYPE OF WORK	DATE OF LETTING	AMOUNT OF CONTRACT
Roosevelt	F 240 (12)	14.506	GD,GS,BPM & BST	7/68	1,258,330
Richland	F 273 (15)	3.328	GD,GS,BPM	9/68	438,989
Lake	F 63 (12)	7.198	GD,GS,BPM	2/69	1,274,164
Gallatin	F 44 (1) & F 228 (18)	0.587	Clv. Install & Pav.Rep., GD, SN, Li.	3/69	253,785
Wheatland	F 45 (12) U-1	6.058	GD,GS,BPM	4/69	936,866

PRIMARY CARRYOVERS - (Continued)

Cascade	F 149 (24, U 278 (7) & U 395 (10)	3.625	GD,GS,BMP,BST,SI,SIGS & LI.	4/69	1,470,542
Custer	F 86 (33)	7.734	GD, Lime Trtd. Rdbed, CSB,GS,BPM	7/69	1,475,526
Lincoln	F 118 (11) & F 250 (8)	3.896	GD,GS,BPM,SN,SIGS,LI, MB (50.0')	7/69	1,769,643
Silver Bow	U 207 (12)	1.303	GD,GS,BPM,BST,SN,LI,SIGS, MB (30')	7/69	933,615
Glacier	F 210 (6)	---	Truck Escape Ramps	7/69	34,981
Roosevelt	F 193 (19)	7.485	GD,GS,BPM,SN & MB (131.5')	9/69	857,709
Custer	F 86 (35)	---	Reshape & Irr. Ditch Lining	11/69	54,793
Custer	F 9999 (12)	126.6	Signing	11/69	102,596
Flathead	F 100 (11) U-90	0.240	GD,GS,BST,SN,Flasher & Lighting	12/69	149,386
Roosevelt	F 253 (17)	0.177	GD & PCC	12/69	289,223
Yellowstone	FU 386 (11)	0.623	GD,GS,BPM,Lighting & Signals	12/69	407,786
Missoula	U 215 (20)	1.168	GD,GS,BPM & Curbs	1/70	547,015
Missoula	F 9999 (5) U-90	---	Lighting, Signals & Signing	1/70	7,479
Silver Bow	U 9999 (19) U-2	10.2	Signing & Signals	1/70	348,360
Yellowstone	F 9999 (44)	81.1	Signing & Signals	1/70	409,533
Cascade	F 73 (6)	---	Lighting	2/70	4,688
Stillwater	F 408 (3)	0.675	GD, Signing	3/70	131,912
Beaverhead	F 43 (20) U-90	0.398	GD,GS,BST,MB (105.0')	3/70	237,479
Flathead, Lake & Ravalli	F 139 (D) U-90, F 191 (19) U-90, F 194(7) U-90, F 197(6) U-90 & F 259 (9) U-90	---	Signing, Flash.Sigs & Lighting	3/70	27,867
Bvrhead & Silver Bow	F 241 (16) U-90, F 241 (17) U-90 & F 387 (8) U-90	1.142	GD,GS & BST	3/70	216,432
Fergus & Jud. Basin	F 119 (1) U-90	8.859	BPM Overlay	5/70	134,500
Valley	F 144 (5) U-90 & F 189 (5) U-90	10.195	BPM Overlay	5/70	170,156
Cascade	F 149 (D) U-90 & F 224 (99) U-90	13.069	BPM Overlay	5/70	200,922
Blaine	F 152 (12)	---	Lighting & Flasher Install.	5/70	4,025
Lake, Flthd, Glacier	F 191 (13) U-90 & F 260 (6) U-90	10.895	BPM Overlay	5/70	202,170
Missoula	F 215 (99) U-90 & F 219 (BD) U-90	4.134	BPM Overlay	5/70	157,308
Fergus-Jud. Basin	F 235 (36) U-1	9.051	GD,GS,PMS & Signing	5/70	941,337
Judith Basin	F 235 (36) U-2	387.0'	MB	5/70	238,793
Yellowstone	F 386 (2) U-90	0.980	BPM Overlay	5/70	61,948
Hill	F 132 (11)	9.281	GS,PMB, PMS	6/70	1,337,867
Custer-Rosebud	F 157 (A) U-90	5.459	FC	6/70	12,601
			TOTAL		$17,100,326

SECONDARY COMPLETIONS

COUNTY	PROJECT NUMBER	PROJECT LENGTH	TYPE OF WORK	DATE OF LETTING	AMOUNT OF CONTRACT	DATE COMP.	FINAL AMOUNT
Lincoln	S 410 (4)	6.565	GS, BPM	6/65	377,529	8/68	377,749
Yellowstone	S 422 (4)	0.859	GD,BS,BPM,D,MB	9/66	184,411	8/68	191,946
Treasure	S 367 (5)	704.0'	GD,GS,BPM,D,MB	9/66	646,836	1/69	669,332
Gallatin	S 182 (4)	7.435	GD,GS,BPM,D,MB (425.0')	10/66	788,319	7/68	827,115
Daniels	S 15 (14)	7.987	GD,GS,BPM,D	5/67	258,035	7/68	287,133
Jefferson	S 412 (6)	0.531	GD,GS,BPM,D	6/67	53,283	11/69	52,918
Big Horn	S 322 (9)	7.632	GD,GS,BPM,MB (91.5')	6/67	791,583	8/68	751,201
Roosevelt-Richland	S 387 (3)	1056.0'	MB-Apprs.	6/67	1,270,556	11/68	1,276,297
Flathead	S 404 (5)	2.441	GD,BSS,PMS	6/67	357,620	11/68	355,443
Blaine	S 217 (2)	1.465	GD,GS,BSB,BPM,MB	7/67	31,027	11/68	23,361
Lake	S 424 (4)	2.094	GD,GS, BPM	7/67	286,910	8/68	333,955
Yellowstone	S 433 (3)	7.882	GD,GS,BPM,MB (186.5')	7/67	635,741	9/68	694,862
Yellowstone	S 192 (8)	---	L,SN	8/67	9,751	11/68	8,997
Hill	S 222 (6), S 245 (3)	12.509	BPM,MB (101.5')	8/67	250,654	8/68	255,675
Ravalli	S 431 (3)	299.5'	GD,BPM,MB	9/67	442,097	7/68	455,628
Pondera-Glacier	S 193 (10)	9.557	GD,BPM,MB (91.5')	9/67	779,953	11/68	800,263
Missoula	S-SG 224 (6), S 224 (10)	1.807	GD,BPM,L	10/67	411,754	11/68	428,534
Roosevelt	S 438 (3)	10.307	GD,BPM	10/67	682,348	10/68	702,729
Garfield	S 42 (9)	6.643	GD,BPM	11/67	338,942	10/68	330,720
Pondera-Glacier	ROW S 193 (8)	9.557	FC	11/67	20,908	12/68	21,417
Rosebud	S 259 (4)	682.03'	MB	11/67	496,431	6/70	489,659
Missoula	S 218 (10)	0.024	SI-Rev. Intersection	12/67	19,035	9/68	18,788
McCone	S 429 (3)	7.107	GD,BPM	12/67	481,814	6/69	482,166
Broadwater, Rosebud, Golden Val.& Carbon	S 6 (9), S 154(6), S 263(4) & S 362(8)	25.060	Seal Coat	3/68	49,723	8/68	43,187
Daniels, Wibaux, Prairie, Phillips	S 15(15), S 128(6),S 302(20) & S 428(4)	36.394	Seal Coat	3/68	77,674	8/68	60,714
Rosebud	S 259 (5)	0.722	GD,BPM,MB (203.0')	4/68	222,067	6/70	237,593
Deer Lodge	ROW S 294 (3)	2.282	FC	4/68	3,009	12/68	3,315
Deer Lodge	S 294 (5), S 440 (3)	2.948	GD,GS,BPM,MB (75.0')	5/68	404,950	8/69	436,803
Blaine	S 12 (13)	11.893	GD,BPM & SCO	7/68	370,734	9/69	375,756
Meagher	S 14 (11)	8.179	GD,GS,BPM,SCO & MB (75.0')	7/68	510,520	9/69	502,856

SECONDARY COMPLETIONS - (Continued)

Wheatland	S 174 (4)	7.193	GD,GS,BPM & SCO	7/68	207,734	7/69	203,776
Fergus	S 309 (8)	0.220	GD,GS,BST & MB (40.0')	7/68	172,390	9/69	172,677
Chouteau	S 339 (16)	12.900	GD,GS,BPM & SCO	7/68	721,848	8/69	765,689
Phillips	S 000S (5)	36.5	Signing & Delineation	10/68	11,928	6/69	11,406
Rosebud	S 000S (7)	52.6	Signing & Delineation	10/68	10,502	10/69	11,416
Judith Basin	S 000S (8)	28.0	Signing & Delineation	10/68	11,233	5/69	11,078
Beaverhead	S 35 (18)	4.877	GD,GS,BPM & SCO	10/68	544,250	8/69	545,178
Valley	S 439 (3)	303.0'	MB	10/68	209,916	11/69	209,832
Treasure	S 367 (5) U-2	---	Irrigation Ditch & Dike	2/69	8,715	6/69	9,375
Lincoln & Sanders	S 000S (10) & (11)	53.8	Signing & Delineation	3/69	24,332	7/69	24,857
Flathead	S 000S (16)	35.0	Signing & Delineation	3/69	19,279	11/69	19,532
Big Horn	S 207 (7)	---	Structure Plate Pipe	3/69	32,364	9/69	35,235
Musselshell	S 399 (9)	7.824	GS,BPM	3/69	214,282	9/69	235,408
Wheatland	S 174 (5)	4.878	BPM	5/69	99,405	9/69	108,918
Chouteau	S 000S (3)	86.9	Signing & Delineation	7/69	20,891	9/69	21,100
Sheridan	S 415 (4)	8.519	GD,GS	7/69	137,297	10/69	136,432
Valley	S 000S (13)	52.4	Signing & Delineation	8/69	11,605	11/69	9,495
Roosevelt	S 000S (14)	100.4	Signing	9/69	15,659	12/69	11,964
Daniels	S 000S (15)	18.6	Signing	9/69	5,995	11/69	4,419
Sweetgrass	S 000S (9)	25.6	Signing & Delineation	1/70	10,550	5/70	9,700
Sheridan	S 416 (3) & S 417 (5)	5.834	G & GS	6/69	161,185	6/70	167,286
Jefferson	ROW S 9 (13)	3.920	Fencing	9/69	7,986	5/70	9,282
Gallatin	S 370 (12) U-90	---	Slide Dect.Fence,Sign & Signal	12/69	9,560	5/70	8,756
Carbon	S 000S (6)	39.7	Sign & Delin.	1/70	25,544	6/70	22,514
Rosebud	S 323 (14) U-90	10.0	PMBS Overlay	5/70	115,919	6/70	102,661
				TOTAL	$14,064,583		$14,364,098

SECONDARY CARRYOVERS

COUNTY	PROJECT NUMBER	PROJECT LENGTH	TYPE OF WORK	DATE OF LETTING	AMOUNT OF CONTRACT
Lake	S 306 (9) & S 432 (3)	0.469	GD,GS,BPM & BST	2/69	95,958
Cascade	US 382 (11)	0.467	Lighting & Signing	4/69	191,192
Missoula	S 224 (12)	---	Traffic Signals	1/70	4,112
Missoula	S 224 (13)	0.260	GD & Signing	1/70	52,731
Silver Bow	S 379 (5)	---	Signing & Signals	1/70	31,365

SECONDARY CARRYOVERS - (Continued)

Pondera	S 357 (10)	0.320	GD & Rel. Items	2/70	8,179
Cascade & Chouteau	S 198(3), S 348(11) & S 348 (11) U-90	8.515	GD,GS,BPM	3/70	1,027,301
Big Horn	S 260 (11)	1.041	GD,BST & SCO	3/70	104,858
Sanders	S 38 (7) U-90	0.015	MB(81.25') & Approaches	4/70	108,036
Flathead & Lake	S 404 (1) U-90 & S 424 (1) U-90	9.056	SCO	4/70	29,101
Valley	S 286 (3) U-90	11.101	BPM Overlay	5/70	149,721
Flathead	S 81 (1) U-90	5.471	BPM Overlay	5/70	97,330
Missoula	S 374 (B) U-90	0.126	BPM Overlay	5/70	4,991
Rosebud	S 323 (14) U-90	10.00	BPM Overlay	5/70	115,919
Yellowstone	S 192 (1) U-90	0.293	GD,GS,PMS & Culv.	6/70	118,484
Pondera	S 193 (11)	6.002	Seal Coating	6/70	15,370
Sanders	S 221 (5)	3.482	GD & GS	6/70	683,669
Rosebud	S 252 (3) U-1	7.976	GD,GS & PMS	6/70	694,868
Rosebud	S 252 (3) U-2	265.5'	MB	6/70	118,784
				TOTAL	$3,651,969

(SMP) STATE MAINTENANCE COMPLETIONS

COUNTY	PROJECT NUMBER	PROJECT LENGTH	TYPE OF WORK	DATE OF LETTING	AMOUNT OF CONTRACT	DATE COMP.	FINAL AMOUNT
Mineral-Missoula	SMP 3299-67	--	Crush & Stockpile	10/67	124,374	5/68	124,757
Madison-Beaverhead	SMP 0150-01-68, SMP 2920-01-68	--	Clean-Paint	3/68	10,800	8/68	10,059
Flathead-Lincoln	SMP 1530-01-68, SMP 2710-02-68	--	Clean-Paint	3/68	17,624	7/68	16,527
Mad.-Gall.-Jeff.	SMP 2910-01-68, SMP 2950-01-68	--	Clean-Paint	3/68	16,700	7/68	16,188
Gold.Val.-Mussel.	SMP 1999-68	--	Crush & Stockpile	3/68	40,257	7/68	41,288
Beaverhead-Jeff.	SMP 0199-68	--	Crush & Stockpile	10/68	38,925	8/69	38,639
Flat.-Lake-Lincoln	SMP 2499-68	--	Crush & Stockpile	10/68	64,410	5/69	63,402
Daniels, McCone, Roosevelt & Valley	SMP 2899-68	--	Crush & Stockpile	10/68	91,658	10/69	80,492
Glacier-Toole-Hill	SMP 5199-68	--	Crush & Stockpile	10/68	52,405	5/69	51,531
Big Horn-Yellowstone	SMP 0599-68	--	Crush & Stockpile	11/68	38,538	6/69	38,271
Garfield	SMP 1799-69	--	Crush & Stockpile	4/69	15,360	6/69	15,360
Missoula-Sanders	SMP 4599-69	--	Crush & Stockpile	4/69	40,400	7/69	38,221
Gall.-L&C, Park, Silver Bow	SMP 3499-69	--	Crush & Stockpile	10/69	70,900	4/70	70,900
Still.-Pow.R.-Yellow.	SMP 5699-69	--	Crush & Stockpile	10/69	75,000	4/70	74,647
			TOTAL		$697, 351		$680,282

(SMP) STATE MAINTENANCE CARRYOVERS

COUNTY	PROJECT NUMBER	PROJECT LENGTH	TYPE OF WORK	DATE OF LETTING	AMOUNT OF CONTRACT
Flathead, Lake, Lincoln, Missoula	SMP 1599-69	--	Crush & Stockpile	10/69	129,048
Cascade, L&C, Judith Basin, Teton	SMP 5099-70	--	Crush & Stockpile	2/70	101,752
			TOTAL		$230,800

FISCAL YEAR 1968-69

SUMMARY OF SURFACE TYPES AND MILEAGE

TABLE "A" - SUMMARY OF SURFACE TYPES - ALL SYSTEMS - MILES

Key:
Un - Unimproved
G&D - Gr. & Dr.
Gr - Gravel
LOM - Light Oil Mix
BOM - Bituminous Road Mix
BPM - Bituminous Plant Mix
PCC - P.C. Concrete

	Un	G&D	Gr	LOM	BOM	BPM	PCC	Other	Total
FEDERAL AID HIGHWAY SYSTEM									
Primary(1)	3	32	1	750	2,759	2,471	89	3	6,108
Secondary	213	512	2,447	438	882	1,332	1		5,825
Other			14		5	3	1		23
							Total		11,956
LOCAL SYSTEMS									
Rural	25,110	10,027	25,878	1,009	467		6		62,497
Municipal		177	524	213	1,009	42	18	2	1,985
							Total		64,482
TOTALS	25,326	10,748	28,864	2,410	5,122	3,848	115	5	76,438

FISCAL YEAR 1969-70

SUMMARY OF SURFACE TYPES AND MILEAGE

TABLE "A" - SUMMARY OF SURFACE TYPES - ALL SYSTEMS - MILES

Key: Un - Unimproved
G&D - Gr. & Dr.
Gr - Gravel
LOM - Light Oil Mix
BOM - Bituminous Road Mix
BPM - Bituminous Plant Mix
PCC - P.C. Concrete

	Un	G&D	Gr	LOM	BOM	BPM	PCC	Other	Total
FEDERAL AID HIGHWAY SYSTEM									
Primary(1)	8	32	1	730	2,752	2,550	94	3	6,170
Secondary	213	477	2,393	455	880	1,417	1	1	5,837
Other			14		5	3	1		23
							Total		12,030
LOCAL SYSTEMS									
Rural	25,727	10,244	26,627	1,319	252		6		64,175
Municipal		182	520	226	1,059	41	19	2	2,049
							Total		66,224
TOTALS	25,948	10,935	29,555	2,730	4,948	4,011	121	6	78,254

FISCAL YEAR 1968-69

TABLE "B" - SUMMARY OF ROUTES BY LOCATION - MILES - STATE HIGHWAY SYSTEM

Key: Mu - Municipal
Co - County
NF - National Forest
IR - Indian Reservation
MR - Military Reservation
SF - State Forest
NP - National Park
GR - Game Refuge

	Mu	Co	NF	IR	MR	SF	NP	GR	Total
Primary(1)	188 (2)	4,778	465	586		42	23	33	6,115
Secondary	81 (4)	4,804	354 (4)	543	1	23 (3)		33	5,839
Other	4	16	3						23

Grand Total	11,977
Less Coincident Mileage	21
Net Total	11,956

FISCAL YEAR 1969-70

TABLE "B" - SUMMARY OF ROUTES BY LOCATION - MILES - STATE HIGHWAY SYSTEM

Key:
Mu - Municipal
Co - County
NF - National Forest
IR - Indian Reservation
MR - Military Reservation
SF - State Forest
NP - National Park
GR - Game Refuge
NM - National Monument

	Mu	Co	MF	IR	MR	SF	NP	GR	NM	Total
Primary(1)	188 (2)	4,838	462	584		42	23	33		6,170
Secondary	83 (4)	4,811	354 (4)	541	1	16 (3)		30	1	5,837
Other	4	16	3							23

Grand Total 12,030
Less Coincident Mileage 21

Net Total 12,009

FISCAL YEAR 1968-69

TABLE "C" - INTERSTATE HIGHWAY

Location - U.S. 10 from Lookout Pass on Idaho State Line via Missoula, Butte, Billings, Glendive to North Dakota State Line near Wibaux

U.S. 87 from Billings via Hardin to Wyoming State Line south of Wyola

U.S. 91 from Monida Pass on Idaho State Line via Dillon, Butte, Helena, Great Falls, Shelby to Canadian Border at Sweet Grass

LENGTH

Present traveled way	1,214 miles
Estimated final length	1,180 miles

PRESENT SURFACE TYPES (6)

Bituminous Surface Treatment	4 miles
Bituminous Road Mix	0 miles
Bituminous Plant Mix	484 miles
Portland Cement Concrete	79 miles

LANES (6)

Four Lane Highway	307 miles
Two Lane Highway	260 miles

FISCAL YEAR 1969-70

TABLE "C" - INTERSTATE HIGHWAY

Location - U.S. 10 from Lookout Pass on Idaho State Line via Missoula, Butte, Billings, Glendive to North Dakota State Line near Wibaux

U.S. 87 from Billings via Hardin to Wyoming State Line south of Wyola

U.S. 91 from Monida Pass on Idaho State Line via Dillon, Butte, Helena, Great Falls, Shelby to Canadian Border at Sweet Grass

LENGTH

Present traveled way	1,215.0 miles
Estimated final length	1,187.9 miles

PRESENT SURFACE TYPES (6)

Bituminous Surface Treatment	4 miles
Bituminous Road Mix	0 miles
Bituminous Plant Mix	506 miles
Portland Cement Concrete	79 miles

LANES (6)

Four Lane Highway	326 miles
Two Lane Highway	263 miles

FISCAL YEAR 1968-69

TABLE "D" - NATIONAL FOREST HIGHWAY SYSTEM

Class 1	678 miles	Unimproved	70 miles
Class 2	314 miles	Graded	53 miles
Class 3	217 miles	Graveled	225 miles
		Bitum. Surface Treated	170 miles
Total	1,209 miles	Bitum. Road Mix	205 miles
		Bitum. Plant Mix	486 miles
		Total	1,209 miles

Constructed by State	238 miles
Constructed by BPR (5)	651 miles
Constructed by Others	6 miles
Unconstructed	314 miles
Total	1,209 miles

Notes:

(1) Includes Interstate
(2) 5 miles municipal also in Indian Reservation
(3) 0.2 miles in National Monument
(4) 14 miles coincident mileage as in (2)
(5) B.P.R. - Bureau of Public Roads
(6) Completed to Interstate standards

FISCAL YEAR 1969-70

TABLE "D" - NATIONAL FOREST HIGHWAY SYSTEM

Class 1	678 miles
Class 2	314 miles
Class 3	217 miles
Total	1,209

Unimproved	70 miles
Graded	53 miles
Graveled	225 miles
Bitum. Surface Treated	170 miles
Bitum. Road Mix	205 miles
Bitum. Plant Mix	486 miles
Total	1,209 miles

Constructed by State	240 miles
Constructed by FHWA (5)	649 miles
Constructed by Others	6 miles
Unconstructed	314 miles
Total	1,209 miles

Notes:

(1) Includes Interstate
(2) 5 miles Municipal also in Indian Reservation
3 miles Municipal also in National Forest
(3) 0.2 miles in National Monument
(4) 14 miles coincident mileage as in (2)
(5) FHWA - Federal Highway Administration
(6) Completed to Interstate standards

MAINTENANCE

For fiscal 1970 the Maintenance Division kept 7,700 miles or roadway in safe, clear driving conditions during the year. This work involved full maintenance activities including plowing, sanding, patching, tear-up and re-lay; crack sealing, raising grade elevation, road-mix oiling, seal coat oiling; bridge painting and repair, underpass repair, culvert replacements, bridge widening; ditch cleaning and drainage; right-of-way housekeeping, fencing and repairs; seeding, signing (modernizing or additions, Interstate), and whatever preventive measures were needed.

Additionally, the division -- without increasing the numbers of its personnel -- has been able to keep abreast of maintenance activities imposed by an inevitable growth in lane miles, by an increase in right-of-way acreage and by the imposition of the newer considerations in which maintenance activities must be involved: safety, environment, beauty.

Over the last six years, to illustrate, the Maintenance Division has experienced an increase of 1,451 lane miles of roadway requiring maintenance. This has come about as a result of added lanes of Interstate construction, frontage road development, take-over of Secondary road sections and the addition of urban road connections to the Interstate system, as well as urban streets. Right-of-way acreage has increased from 5 acres per mile, average, to 27 acres per mile at the present time. Further, a steadily growing national concern with beautification, lighting, litter disposal, along with environmental considerations requires additional maintenance activity as well as the application of special techniques.

A detailed breakdown of costs for maintenance activities, equipment and operating figures, storage facilities and materials will be included in the completed Annual Report.

MAINTENANCE EXPENDITURES BY WORK NUMBER
FISCAL YEAR 1968-69

WORK NO.	WORK DESCRIPTION	GEN. & SP. MAINTENANCE	BETTERMENTS	TOTAL
01	Dirt Surface	$ 16,338.38		$ 16,338.38
02	Gravel Surfaces	6,097.16		6,097.16
03	Concrete Surfaces	16,796.19		16,796.19
04	Oiled Surfaces	3,303,616.42		3,303,616.42
05	Heat or Plane Oil Surfaces	289.05		289.05
06	Stockpile or Site Screening	2,915.47		2,915.47
10	Brush Cutting & Burning	54,558.27		54,558.27
11	Shoulders & Approaches	195,834.80		195,834.80
12	Slopes, Ditches & Small Drainage	309,272.06		309,272.06
13	Sidewalk & Foot Paths	563.28		563.28
14	R/W & Station Markers	1,017.41		1,017.41
15	R/W Fence	14,960.38		14,960.38
16	Slide & Washout Repairs	101,197.02		101,197.02
17	Weed Control Chemical	121,261.39		121,261.39
18	Weed Control, Mowing & Burning	229,475.10		229,475.10
19	Seeding	13,496.65		13,496.65
21	Minor Structures	14,020.64		14,020.64
22	Bridges over 20 feet	91,158.44		91,158.44
23	Underpasses	7,595.35		7,595.35
24	Riprap, Jetties, Walls, etc.	25,645.45		25,645.45
25	Concrete Curbings	7,766.01		7,766.01
26	Bridge Painting	41,289.36		41,289.36
27	Bridge Inspection	10,911.95		10,911.95
30	Patrolling Roads	141,159.28		141,159.28
31	Guard Rail & Guide Posts	68,878.11		68,878.11
32	Signs	381,298.27		381,298.27
33	Signals	10,661.57		10,661.57
34	Historical Markers	7,830.30		7,830.30
35	Traffic Lines	523,448.78		523,448.78

MAINTENANCE EXPENDITURES BY WORK NUMBER - (continued)

36	Roadside Tables & Campsites	21,172.20		21,172.20
37	Detours	326.67		326.67
38	Lights & Lighting	37,719.73		37,719.73
39	Delineator Replacements	60,652.40		60,652.40
40	Sign Vandalism	20,400.01		20,400.01
41	Snow Removal	1,361,851.63		1,361,851.63
42	Snow Fence	51,897.87		51,897.87
43	Sanding Icy Surfaces	824,475.10		824,475.10
44	Chemical Treatment of Ice	53,699.71		53,699.71
45	Beautification Projects	17,738.19		17,738.19
46	Littering of Highways	95,899.89		95,899.89
47	Other Traffic Services	10,557.66		10,557.66
48	Rest Areas	10,988.79		10,988.79
49	Comfort Stations	905.71		905.71
51	Rental, Light, Heat, Power & Telephone	101,383.08		101,383.08
52	Heat for Road Oil Tanks	34,315.51		34,315.51
53	Fence Erection & Repair	10,601.68		10,601.68
54	Water Wells	457.60		457.60
56	Improvement Taxes	40.29		40.29
58	Maintenance of Yards	59,277.64		59,277.64
60	Grading & Graveling	---	3,866.34	3,866.34
70	Oiling, Plant Mix, Road Mix, etc.	---	452,894.58	452,894.58
80	Oiling-Penetration	---	4,648.56	4,648.56
90	Oiling-Sealing	---	428,986.26	428,986.26
	TOTALS...	$8,473,713.90	$890,395.74	$9,364,109.64

MAINTENANCE EXPENDITURES BY WORK NUMBER
FISCAL YEAR 1969-70

WORK NO.	WORK DESCRIPTION	GEN. & SP. MAINTENANCE	BETTERMENTS	TOTAL
01	Dirt Surface	$ 9,502.33		$ 9,502.33
02	Gravel Surfaces	6,028.68		6,028.68
03	Concrete Surfaces	13,083.58		13,083.58
04	Oiled Surfaces	3,417,193.68		3,417,193.68
05	Heat or Plane Oil Surfaces	458.43		458.43
06	Stockpile or Site Screening	1,107.92		1,107.92
10	Brush Cutting & Burning	62,060.94		62,060.94
11	Shoulders & Approaches	195,237.44		195,237.44
12	Slopes, Ditches & Small Drainage	314,612.09		314,612.09
13	Sidewalk & Foot Paths	513.05		513.05
14	R/W & Station Markers	1,973.82		1,973.82
15	R/W Fence	8,782.42		8,782.42
16	Slide & Washout Repairs	104,988.57		104,988.57
17	Weed Control Chemical	100,659.45		100,659.45
18	Weed Control,Mowing & Burning	215,802.08		215,802.08
19	Seeding	2,248.46		2,248.46
20	Aerial or Ground Photography	138.11		138.11
21	Minor Structures	9,224.44		9,224.44
22	Bridges over 20 feet	79,736.17		79,736.17
23	Underpasses	7,496.94		7,496.94
24	Riprap, Jetties, Walls,etc.	26,452.88		26,452.88
25	Concrete Curbings	8,721.42		8,721.42
26	Bridge Painting	4,331.97		4,331.97
27	Bridge Inspection	6,345.87		6,345.87
30	Patrolling Roads	175,788.57		175,788.57
31	Guard Rail & Guide Posts	64,149.57		64,149.57
32	Signs	304,641.63		304,641.63
33	Signals	7,757.54		7,757.54
34	Historical Markers	7,944.85		7,944.85
35	Traffic Lines	519,878.88		519,878.88

MAINTENANCE EXPENDITURES BY WORK NUMBER - (continued)

36	Roadside Tables & Campsites	20,190.21		20,190.21
37	Detours	140.80		140.80
38	Lights & Lighting	54,266.70		54,266.70
39	Delineator Replacements	84,688.48		84,688.48
40	Sign Vandalism	23,775.03		23,775.03
41	Snow Removal	1,203,066.57		1,203,066.57
42	Snow Fence	51,730.78		51,730.78
43	Sanding Icy Surfaces	952,693.08		952,693.08
44	Chemical Treatment of Ice	73,379.36		73,379.36
45	Beautification Projects	33,012.23		33,012.23
46	Littering of Highways	179,965.41		179,965.41
47	Other Traffic Services	14,700.72		14,700.72
48	Rest Areas	13,130.83		13,130.83
49	Comfort Stations	4,376.82		4,376.82
51	Rental, Light, Heat, Power & Telephone	107,005.19		107,005.19
52	Heat for Road Oil Tanks	35,453.44		35,453.44
53	Fence Erection & Repair	10,855.35		10,855.35
54	Water Wells	122.71		122.71
56	Improvement Taxes	89.95		89.95
58	Maintenance of Yards	121,412.84		121,412.84
60	Grading & Graveling	---	936.63	936.63
70	Oiling, Plant Mix, Road Mix,etc.	---	593,865.32	593,865.32
80	Oiling-Penetration	---	---	---
90	Oiling-Sealing	---	459,673.34	459,673.34
	TOTALS...	$8,660,918.28	$1,054,475.29	$9,715,393.57

SUMMARY OF DIRECT MAINTENANCE COSTS BY DIVISION

FISCAL YEAR 1968-69

DIVISION	MILES MAINTAINED	TOTAL COST	COST PER MILE
Missoula	798	$ 1,307,419.49	$ 1,638.37
Kalispell	630	1,181,265.77	1,875.03
Butte	961	1,377,787.83	1,433.70
Bozeman	588	675,645.12	1,149.06
Great Falls	738	1,045,327.03	1,416.43
Havre	564	645,691.72	1,144.85
Glendive	561	510,315.39	909.65
Wolf Point	628	557,706.49	888.07
Billings	735	758,304.31	1,031.71
Miles City	559	577,902.30	888.07
Lewistown	777	726,744.19	935.32
TOTALS..	7,539	$ 9,364,109.64	$ 1,242.09

SUMMARY OF DIRECT MAINTENANCE COSTS BY DIVISION

FISCAL YEAR 1969-70

DIVISION	MILES MAINTAINED	TOTAL COST	COST PER MILE
Missoula	798	$1,354,547.56	$1,697.43
Kalispell	633	1,256,390.13	1,984.82
Butte	978	1,360,972.78	1,391.59
Bozeman	602	652,851.40	1,084.47
Great Falls	750	1,106,694.61	1,475.59
Havre	563	689,535.74	1,224.75
Glendive	561	543,038.35	967.98
Wolf Point	628	554,526.90	883.01
Billings	822	835,122.28	1,015.96
Miles City	600	602,217.30	1,003.70
Lewistown	777	759,496.52	977.47
TOTALS..	7,712	$9,715,393.57	$1,259.78

COMPARATIVE MAINTENANCE COSTS FOR TEN YEAR PERIOD

JULY 1, 1960 to JUNE 30, 1970

	JULY 1, 1960 to JUNE 30,1961	JULY 1, 1961 to JUNE 30,1962	JULY 1, 1962 to JUNE 30,1963	JULY 1, 1963 to JUNE 30,1964	JULY 1, 1964 to JUNE 30,1965	JULY 1, 1965 to JUNE 30,1966	JULY 1, 1966 to JUNE 30,1967	JULY 1, 1967 to JUNE 30,1968	JULY 1, 1968 to JUNE 30,1969	JULY 1, 1969 to JUNE 30,1970
GENERAL MAINTENANCE	$5,516,495.58	$6,048,540.68	$5,729,121.68	$6,237,540.50	$6,697,107.85	$7,004,211.53	$6,928,975.70	$6,966,100.96	$8,249,182.21	$8,477,178.42
SPECIAL MAINTENANCE	158,059.08	130,468.68	133,206.45	166,957.07	316,502.59	269,163.98	261,811.02	293,615.40	224,531.69	183,739.86
BETTERMENTS	893,113.51	1,133,363.97	778,538.50	1,028,963.63	994,939.67	971,046.01	1,123,199.37	883,043.21	890,395.74	1,054,475.29
SUB-TOTAL	6,567,668.17	7,312,373.33	6,640,866.63	7,433,461.20	8,008,550.11	8,244,421.52	8,313,986.09	8,142,759.57	9,364,109.64	9,715,393.57
INDIRECT CHARGES (OVERHEAD)	515,765.54	523,783.40	481,071.16	493,823.64	552,961.38	764,119.19	832,756.25	860,991.56	1,049,695.66	1,150,681.80
CAPITAL ASSETS ACCOUNTS	558,411.55	222,219.20	700,653.01	1,743,668.59	723,944.64	1,185,252.43	185,180.70	921,123.78Cr.	403,984.90	647,902.33
EQUIPMENT RENTAL(DEFICIT OR CR.)	63,670.44	130,202.25Cr.	99,946.51	16,675.48Cr.	543,502.46	82,389.62	592,047.42	269,212.89Cr.	314,105.51Cr.	104,289.81Cr.
Miscellaneous Refunds Due	25,983.45Cr.	21,835.76Cr.	26,310.37Cr.	14,866.73Cr.	4,785.00Cr.	5,305.14Cr.	4,192.83Cr.	5,886.98Cr.	8,325.08Cr.	6,914.32Cr.
City & County Non-Reimbursable Including Secondary	--	--	4,213.14	35,602.76	4,781.53	4,970.73	7,436.28	1,254.51	19,612.39	12,404.69
Weighing (Load Limit Enforcement)	121,949.82	127,674.91	--	--	--	--	--	--	--	--
TOTAL CASH COST	$7,801,482.07	$8,034,012.83	$7,900,440.08	$9,675,013.98	9,828,955.12	10,275,848.35	9,927,213.91	7,808,781.99	10,514,972.00	11,415,178.26
MILEAGE MAINTAINED	5,840 mi.	6,128 mi.	6,229 mi.	6,261 mi.	6,751 mi.	6,751 mi.	7,017 mi.	7,275 mi.	7,539 mi.	7,712 mi.
AVERAGE COST PER MILE:										
Gen. Maint. Including Overhead	1,018.79	1,057.74	986.38	1,062.44	1,060.51	1,133.67	1,086.36	1,058.79	1,216.86	1,229.41
Gen.& Spec.Maint. Incl. Overhead	1,048.10	1,080.55	1,009.31	1,090.87	1,110.63	1,177.23	1,127.41	1,103.41	1,249.98	1,330.12
Gen.,Spec.&Betterments Inc. Over.	1,212.92	1,278.75	1,143.35	1,266.14	1,268.18	1,334.40	1,303.51	1,237.63	1,381.32	1,408.98
Overhead Percentage Factor	7.85	7.16	7.24	6.64	6.90	9.27	10.02	10.57	11.21	11.84

ADVERTISING

Operating on an annual budget of $350,000 the State Advertising Department was able to make major strides in publicity and advertising during the biennium 1968-70.

Press Contacts: 39 new press contacts were made with metropolitan daily editors, travel agencies and magazines in Chicago, Los Angeles, San Francisco, Dallas, Minneapolis, Fort Worth and Houston. New contacts were established during a 4-state press "Blitz" in St. Louis. Photo stories from the department were increased from 6 to 26 a year to a mailing list of over 400 newspapers and magazines. Wire service photos involving 1,500 papers are now being used at least three times a year due to new contacts in New York. Results: so far, 38 papers have used Montana's new winter release photo story. If this space had been purchased in these papers alone the cost would have been over $22,000.

Hollywood Movie Contacts: Contacts were established with major Hollywood studios urging them to consider Montana for shooting locations. Press kits were delivered to their location managers.

Travel Editors and VIP Tours: In 1968 two tours (6 domestic travel writers) were brought into the state by the State Advertising Department. In 1969 three tours (21 domestic and foreign travel writers) were arranged while in 1970 five tours (159 domestic and foreign travel writers, foreign diplomats and VIP guests) visited the Big Sky Country at the instigation of the advertising department.

Advertising: Due to its expanded budget and new planning the department's coded inquiries (received as a direct result of nationally placed advertising) are running 350% over last year and general inquiries are approximately double. Montana's winter movie, "MONTANA, BIG SKY BIG SNOW" was placed with a commercial distribution service for the first time in the 1969 season. It was seen by 36 ski clubs and 69 TV stations by an estimated 1,071,854 viewers as opposed to approximately 10,000 viewers the previous season (without a commercial distributing service). A new recreation movie with Chet Huntley as narrator, due for 1971 showing, will be seen by 15 million viewers through a distribution service. The Montana Power Company is cooperating with the department on this film in the amount of $18,000 (approximately one-half the total cost of production and distribution).

Operation: In order to expedite handling and processing of increased mail inquiries the department worked with the Sheltered Workshop in Butte for all its bulk inserting and mailing. The new arrangement assured speedier handling for all inquiries.

Information Assistance: There was a noticeable increase in requests for assistance from the department by writers, photographers, photo libraries, publishers and researchers on all phases of the travel and recreation industry.

In-state meetings-travel: More and more communities are requesting the advice and assistance of the state advertising department in planning and promoting their individual areas.

TV Contacts: In cooperation with THE DATING GAME (ABC-TV) Montana hosted the winning couples in August 1968, January 1969, February 1970 and August 1970. In 1969 and 1970 Montana was represented in 16 major travel shows each year (including winter shows) through the efforts of the state advertising department. These numbers include cooperative efforts with the Pacific Northwest Travel Association, Western America Convention and Travel Institute and the Four-State Rocky Mountain group.

Inquiries: On April 7, 1969, the department received its biggest-ever one-day mail load... 4,579 inquiries.

Visitor Centers: Visitor centers were established on an experimental basis:

1968 summer	West Yellowstone
1969 summer	Hungry Horse
1970 summer	Hardin

Special: Montana received international TV recognition by winning the Pink Rose Award during the Tournament of Roses Parade in Pasadena, January 1, 1969.

MAJOR RECOMMENDATIONS

GENERAL OPERATIONS

We recommend a policy of controlled or limited access on major highways through and around urban areas, and other areas as deemed necessary.

We also recommend the upgrading of present salaries to allow competitive recruitment and to be able to retain the young, progressive employees as well as the older, more experienced employees.

PRECONSTRUCTION

The major improvement that should be made in the operations of the engineering branch, which accomplishes all preconstruction activities for project development, will require expansion of the activities of the Project Control Division. It will be necessary that an improved long-range program be developed so that much more realistic information is available as to what projects can be funded and, further, a more accurate schedule of the required activities for the development of the various projects.

In addition to improving our programming techniques so that a more realistic allocation of funds can be made for each individual project, a long range program should be developed in addition to our existing 5-year program.

It is necessary that an improvement be made in our evaluation of the required activities to complete the planning for each individual project. This will require a more detailed analysis of funds and manpower. It also will require a better method of reporting the status of work in regard to project development so that necessary corrective action can be taken earlier in order to expedite each individual project.

Thus, by improving our surveillance of present and future work loads, we intend to streamline all the necessary actions required for project development. It will result not only in improvements in our construction program but will in the long run allow a possible reduction in manpower due to the improved efficiency in the handling of our available manpower.

CONSTRUCTION

In the interest of the orderly development and retention of qualified construction engineering personnel it is imperative that a reasonably uniform state-wide construction program be continually maintained.

In order to maintain such an orderly construction program, it is recommended that the necessary actions be taken to insure that the required finances will be made available on a continuing basis at both the state and federal levels.

Bridge. Our most recent information calls for completion of the Interstate by late 1975. To accomplish this, we must have all the structures to contract by the end of fiscal 1975. A comparison of the next five years with the last five years shows that an increase in structures of approximately 58 percent will be required to meet the present Interstate deadline. During the past five years, 345 structures were awarded to contract having a total length of 84,100 lineal feet and a deck area of 3,176,000 square feet. As of June 30, 1970, there were 373 structures remaining to be built on the Interstate System alone representing 82,000 lineal feet and a deck area of 3,602,000 square feet. Adding the Primary and Secondary Systems to that of the Interstate, there will be approximately 453 structures required in the next five years. This will amount to 4,326,000 square feet of structures at an estimated cost of $79,000,000. This will amount to an average annual cost of $15,800,000 for each of the next five years.

MAINTENANCE

We recommend that the Commission assume responsibility for maintaining Secondary highways and frontage roads carrying over 100 vehicles per day and having paved surfaces with the counties being responsible for maintaining other Secondary highways and frontage roads.

In an effort to develop more work efficiency on our roadways and to continue to hold the line as much as possible on employee rosters, it is recommended that an internal study program be further strengthened to evaluate the offerings of modern mechanical technology as related to our highway maintenance needs. It is quite possible a greater mechanization of our districts and divisions will result.

In any event, the study would embrace: sign washers, bridge snoopers, brush cutters, brush chippers, heavy duty mowers, snow loaders for urban areas, sweepers, concrete saws and concrete routers.

The study would also place terrain and climatic and construction characteristics into proper perspective as to type of equipment needed by the individual district involved.

In the communications field, it is also recommended that the upgrading of our teletype system be given consideration. If this were to be done, it would make more computer services available to the field offices.

It is recommended as well that we consider seriously a gradual expansion and intensification of our internal safety program which reaches out to our own field forces, all our equipment and vehicle operators as well as to contractor forces.

ADVERTISING

Budget Request: The State Advertising Director has requested and the Highway Commission has approved the request of a budget of $600,000 per year for the coming biennium.

A new, full-time photographer and a writer could account for hundreds of thousands of dollars worth of publicity for Montana on a nominal investment. Montana is in dire need of a photographer and writer, bringing the staff to a total of eight.

Montana must be more aggressive in it's promotion of tourism.

PROJECT COSTS BY OBJECT OF EXPENDITURE AND SOURCE OF FUNDING 1968-69 and 1969-70 Fiscal Years

PROGRAM

GENERAL OPERATIONS

OBJECT OF EXPENDITURE

	1968-69 FY	1969-70 FY
Personal Services	1,718,004	1,927,533
Operations	1,117,318	1,225,971
Capital	28,674	346,614
Grants and Benefits	-0-	-0-
Total Expended	$2,863,996	$3,500,118

SOURCE OF FUNDING

	1968-69 FY	1969-70 FY
Earmarked Revenue Fund State Highway Account	2,476,293	3,023,040
Federal and Private Revenue Fund State Highway Account	387,703	447,078
TOTAL FUNDING	$2,863,996	$3,500,118

PROJECT COSTS BY OBJECT OF EXPENDITURE AND SOURCE OF FUNDING 1968-69 and 1969-70 Fiscal Years

PROGRAM

PRECONSTRUCTION

OBJECT OF EXPENDITURE

	1968-69 FY	1969-70 FY
Personal Services	2,475,707	3,013,810
Operations	2,392,956	3,067,503
Capital	3,196,576	4,084,003
Grants and Benefits	-0-	-0-
Total Expended	$8,065,239	$10,165,316

SOURCE OF FUNDING

	1968-69 FY	1969-70 FY
Earmarked Revenue Fund State Highway Account	6,156,734	7,162,596
Federal and Private Revenue Fund State Highway Account	1,908,505	3,002,720
TOTAL FUNDING	$8,065,239	$10,165,316

PROJECT COSTS BY OBJECT OF EXPENDITURE AND SOURCE OF FUNDING
1968-69 and 1969-70 Fiscal Years

PROGRAM

CONSTRUCTION

OBJECT OF EXPENDITURE

	1968-69 FY	1969-70 FY
Personal Services	7,791,261	8,125,106
Operations	548,188	1,041,913
Capital	48,563,366	63,388,742
Grants and Benefits	767,921	2,066,053
Total Expended	$57,670,736	$74,621,814

SOURCE OF FUNDING

	1968-69 FY	1969-70 FY
Earmarked Revenue Fund State Highway Account	6,800,924	6,721,202
Federal and Private Revenue Fund State Highway Account	50,869,812	67,900,612
TOTAL FUNDING	$57,670,736	$74,621,814

PROJECT COSTS BY OBJECT OF EXPENDITURE AND SOURCE OF FUNDING
1968-69 and 1969-70 Fiscal Years

PROGRAM

MAINTENANCE

OBJECT OF EXPENDITURE

	1968-69 FY	1969-70 FY
Personal Services	6,474,076	6,683,325
Operations	3,097,106	3,611,637
Capital	921,612	1,463,919
Grants and Benefits	-0-	-0-
Total Expended	$10,492,794	$11,758,881

SOURCE OF FUNDING

Earmarked Revenue Fund State Highway Account	10,492,794	11,758,881
Federal and Private Revenue Fund	-0-	-0-
TOTAL FUNDING..........	$10,492,794	$11,758,881

PROJECT COSTS BY OBJECT OF EXPENDITURE AND SOURCE OF FUNDING 1968-69 and 1969-70 Fiscal Years

PROGRAM

ADVERTISING

OBJECT OF EXPENDITURE

	1968-69 FY	1969-70 FY
Personal Services	36,416	39,795
Operations	220,006	304,477
Capital	83	-0-
Grants and Benefits	-0-	-0-
Total Expended	$256,505	$344,272

SOURCE OF FUNDING

	1968-69 FY	1969-70 FY
Earmarked Revenue Fund State Highway Account	248,325	344,272
Federal and Private Revenue Fund	-0-	-0-
Rose Bowl Parade Account	8,180	-0-
TOTAL FUNDING	$256,505	$344,272

PROJECT COSTS BY OBJECT OF EXPENDITURE AND SOURCE OF FUNDING 1968-69 and 1969-70 Fiscal Years

PROGRAM

SUMMARY OF ALL PROGRAMS

OBJECT OF EXPENDITURE

	1968-69 FY	1969-70 FY
Personal Services	18,495,464	19,789,569
Operations	7,375,574	9,251,501
Capital	52,710,311	69,283,278
Grants and Benefits	767,921	2,066,053
Total Expended	$79,349,270	$100,390,401

SOURCE OF FUNDING

Earmarked Revenue Fund State Highway Account	26,175,070	29,009,991
Federal and Private Revenue Fund State Highway Account	53,166,020	71,380,410
Rose Bowl Parade Account	8,180	-0-
TOTAL FUNDING	$79,349,270	$100,390,401

ALLOCATION OF HIGHWAY REVENUE TO INCORPORATED CITIES

INCORPORATED CITY	Funds Carried Forward 6-30-68	New Allocations 7-1-68	New Allocations 7-1-69	Less Funds Programmed 7-1-68 to 6-30-70	Unprogrammed Funds 6-30-70
Alberton	720.00	765.00	1,530.00	-0-	3,015.00
Anaconda	12,387.00	18,585.00	37,080.00	15,267.17	52,784.83
Bainville	1,080.00	1,215.00	2,430.00	-0-	4,725.00
Baker	6,345.00	6,255.00	12,510.00	-0-	25,110.00
Bearcreek	630.00	720.00	1,350.00	2,500.00	200.00
Belgrade	3,060.00	3,330.00	6,750.00	17,735.35	(4,595.35)
Belt	1,890.00	1,845.00	3,690.00	4,328.28	3,096.72
Big Sandy	2,520.00	2,790.00	5,580.00	8,836.68	2,053.32
Big Timber	4,815.00	4,905.00	9,720.00	27,095.19	(7,655.19)
Billings	112,865.00	112,725.00	225,360.00	253,881.23	197,068.77
Boulder	3,285.00	3,330.00	6,660.00	10,846.11	2,428.89
Bozeman	29,655.00	29,295.00	58,950.00	72,708.69	45,191.31
Bridger	2,340.00	2,295.00	4,590.00	4,654.45	4,570.55
Broadus	1,845.00	1,845.00	3,780.00	2,377.16	5,092.84
Broadview	765.00	810.00	1,530.00	-0-	3,105.00
Brockton	900.00	990.00	1,890.00	-0-	3,780.00
Browning	3,735.00	3.735.00	7,470.00	-0-	14,940.00
Butte	1,395.00	50,895.00	101,520.00	158,795.12	(4,985.12)
Cascade	2,160.00	2,250.00	4,410.00	-0-	8,820.00
Chester	3,015.00	3,555.00	7,110.00	10,500.00	3,180.00
Chinook	5,580.00	5,670.00	11,610.00	3,900.00	18,960.00
Choteau	5,895.00	5,400.00	10,710.00	13,877.16	8,127.84
Circle	1,100.00	2,925.00	5,850.00	-0-	9,875.00
Clyde Park	945.00	900.00	2,250.00	2,000.00	2,095.00
Columbia Falls	6,795.00	6,705.00	13,590.00	27,048.00	42.00
Columbus	4,320.00	3,780.00	7,470.00	11,418.36	4,151.64
Conrad	3,035.00	5,805.00	12,420.00	18,411.75	2,848.25
Culbertson	2,295.00	2,250.00	4,680.00	1,498.20	7,726.80
Cut Bank	9,090.00	8,820.00	17,550.00	42,275.37	(6,815.37)
Darby	1,305.00	1,305.00	2,520.00	5,000.00	130.00
Deer Lodge	10,755.00	10,755.00	21,420.00	35,798.79	7,131.21
Denton	1,800.00	1,845.00	3,960.00	-0-	7,605.00
Dillon	9,585.00	9,270.00	18,450.00	37,583.78	(278.78)
Dodson	1,260.00	1,305.00	2,610.00	-0-	5,175.00
Drummond	1,125.00	1,125.00	2,250.00	789.00	3,711.00

Dutton	1,485.00	1,665.00	3,330.00	4,758.00	1,722.00
East Helena	3,735.00	3,735.00	7,560.00	7,500.00	7,530.00
Ekalaka	2,115.00	2,115.00	4,230.00	-0-	8,460.00
Ennis	1,530.00	1,530.00	2,970.00	5,098.40	931.60
Eureka	2,925.00	2,880.00	5,670.00	-0-	11,475.00
Fairfield	2,295.00	2,340.00	4.590.00	9,348.29	(123.29)
Fairview	2,700.00	2,700.00	5,400.00	-0-	10,800.00
Flaxville	720.00	765.00	1,530.00	4,500.00	(1,485.00)
Forsyth	(81.00)	5,715.00	11,340.00	-0-	16,974.00
Fort Benton	5,040.00	5,265.00	10,530.00	20,835.00	-0-
Froid	(755.00)	1,485.00	2,970.00	-0-	3,700.00
Fromberg	1,215.00	1,215.00	2,430.00	1,718.30	3,141.70
Geraldine	1,395.00	1,530.00	3,060.00	-0-	5,985.00
Glasgow	13,140.00	12,960.00	25,830.00	5,500.00	46,430.00
Glendive	11,253.00	13,095.00	26,820.00	40,594.51	10,573.49
Grassrange	585.00	540.00	1,170.00	-0-	2,295.00
Great Falls	30,505.50	110,430.00	220,320.00	350,992.56	10,262.94
Hamilton	4,786.00	6,930.00	13,770.00	-0-	25,486.00
Hardin	560.00	7,200.00	14,310.00	18,453.33	3,616.67
Harlem	2,880.00	2,880.00	6,120.00	5,760.00	6,120.00
Harlowton	-0-	4,410.00	8,730.00	16,829.00	(3,689.00)
Havre	20,250.00	20,565.00	41,940.00	31,507.25	51,247.75
Helena	35,085.00	49,635.00	99,000.00	84,271.79	99,448.21
Hingham	1,080.00	1,125.00	2,160.00	-0-	4,365.00
Hobson	1,260.00	1,395.00	2,790.00	-0-	5,445.00
Hot Springs	1,935.00	1,890.00	3,690.00	-0-	7,515.00
Hysham	1,530.00	1,530.00	2,970.00	8,085.00	(2,055.00)
Ismay	450.00	495.00	990.00	-0-	1,935.00
Joliet	1,035.00	1,125.00	2,070.00	2,959.72	1,270.28
Jordan	2,070.00	2,025.00	3,960.00	-0-	8,055.00
Judith Gap	720.00	765.00	1,530.00	-0-	3,015.00
Kalispell	19,530.00	19,440.00	38,700.00	18,000.00	59,670.00
Kevin	1,395.00	1,350.00	2,700.00	2,745.12	2,699.88
Laurel	4,268.00	9,855.00	19,710.00	40,265.37	(6,432.37)
Lavina	900.00	900.00	1,710.00	911.49	2,598.51
Lewistown	16,605.00	16,920.00	33,660.00	67,014.64	170.36
Libby	6,300.00	6,210.00	13,950.00	28,862.51	(2,402.51)
Lima	150.00	1,350.00	2,700.00	-0-	4,200.00
Livingston	16,695.00	16,470.00	32,850.00	20,194.00	45,821.00
Lodge Grass	1,800.00	1,620.00	3,150.00	1,125.00	5,445.00
Malta	6,345.00	5,895.00	11,700.00	22,034.73	1,905.27
Manhattan	2,700.00	2,745.00	5,490.00	537.38	10,397.62
Medicine Lake	1,395.00	1,395.00	2,700.00	-0-	5,490.00
Melstone	1,080.00	1,035.00	2,070.00	-0-	4,185.00
Miles City	15,144.00	21,420.00	42,660.00	-0-	79,224.00

Missoula	56,878.00	61,335.00	121,950.00	231,617.40	8,545.60
Moore	1,080.00	1,035.00	2,070.00	-0-	4,185.00
Nashua	1,845.00	1,980.00	3,960.00	1,170.50	6,614.50
Neihart	1,260.00	1,215.00	2,430.00	-0-	4,905.00
Opheim	1,350.00	1,395.00	2,790.00	-0-	5,535.00
Outlook	675.00	720.00	1,440.00	-0-	2,835.00
Philipsburg	3,330.00	3,285.00	6,480.00	4,500.00	8,595.00
Plains	2,025.00	2,025.00	3,960.00	4,985.63	3,024.37
Plentywood	4,365.00	4,320.00	8,820.00	-0-	17,505.00
Plevna	900.00	990.00	1,980.00	2,736.00	1,134.00
Polson	7,920.00	6,885.00	13,680.00	25,010.15	3,474.85
Poplar	3,195.00	3,285.00	6,570.00	7,790.70	5,259.30
Red Lodge	5,805.00	5,850.00	11,610.00	6,206.50	17,058.50
Rexford	1,350.00	1,305.00	2,610.00	-0-	5,265.00
Richey	1,260.00	1,350.00	2,700.00	2,520.00	2,790.00
Ronan	3,870.00	3,780.00	7,560.00	13,155.17	2,054.83
Roundup	810.38	6,570.00	13,050.00	21,381.98	(951.60)
Ryegate	1,035.00	1,215.00	2,430.00	2,245.00	2,435.00
Saco	1,890.00	1,890.00	3,780.00	5,225.00	2,335.00
St. Ignatius	2,205.00	2,160.00	4,320.00	7,702.80	982.20
Scobey	4,500.00	4,500.00	9,000.00	12,085.62	5,914.38
Shelby	2,955.00	8,505.00	16,920.00	18,899.65	9,480.35
Sheridan	1,215.00	1,215.00	2,430.00	4,860.00	-0-
Sidney	1,135.00	10,710.00	21,240.00	40,271.47	(7,186.47)
Stanford	1,665.00	1,710.00	3,420.00	6,795.00	-0-
Stevensville	2,385.00	2,430.00	4,770.00	-0-	9,585.00
Sunburst	2,160.00	2,250.00	4,680.00	11,560.00	(2,470.00)
Superior	3,060.00	3,375.00	6,750.00	9,126.00	4,059.00
Terry	4,185.00	3,825.00	7,560.00	800.00	14,770.00
Thompson Falls	3,645.00	3,600.00	7,110.00	8,021.96	6,333.04
Three Forks	4,185.00	4,185.00	8,280.00	15,969.30	680.70
Townsend	3,690.00	3,735.00	7,380.00	14,805.00	-0-
Troy	2,250.00	2,205.00	4,410.00	6,860.00	2,005.00
Twin Bridges	1,215.00	1,215.00	2,430.00	-0-	4,860.00
Valier	2,880.00	3,195.00	6,120.00	17,279.45	(5,084.45)
Virginia City	1,350.00	1,305.00	2,610.00	-0-	5,265.00
Walkerville	2,340.00	2,520.00	4,950.00	9,000.00	810.00
Westby	945.00	900.00	1,800.00	-0-	3,645.00
West Yellowstone	2,070.00	2,070.00	4,140.00	-0-	8,280.00
Whitefish	6,705.00	6,480.00	13,050.00	20,200.00	6,035.00

Whitehall	2,070.00	2,070.00	4,230.00	-0-	8,370.00
White Sulphur Springs	3,240.00	4,500.00	9,000.00	6,762.22	9,977.78
Wibaux	2,115.00	2,070.00	4,320.00	8,505.00	-0-
Winifred	990.00	1,080.00	2,160.00	-0-	4,230.00
Winnett	1,575.00	1,755.00	3,420.00	7,878.75	(1,128.75)
Wolf Point	15.00	7,470.00	14,850.00	21,954.54	380.46
TOTALS	$675,630.88	900,000.00	1,800,000.00	2,187,408.02	1,188,222.86

ALLOCATION OF HIGHWAY REVENUE

TO COUNTIES

COUNTIES	Funds Carried Forward 6-30-68	New Allocations		Less Funds Programmed 7-1-68 to 6-30-70	Unprogrammed Funds 6-30-70
		7-1-68	7-1-69		
Beaverhead	$ 12,600.00	12,552.00	25,344.00	74,438.14	(23,942.14)
Big Horn	5,028.00	15,096.00	30,192.00	25,921.38	24,394.62
Blaine	16,308.00	16,212.00	32,568.00	18,173.46	46,914.54
Broadwater	4,824.00	4,776.00	9,552.00	5,718.97	13,433.03
Carbon	8,640.00	8,683.00	17,424.00	20,062.95	14,689.05
Carter	7,032.00	7,104.00	14,208.00	37,186.20	(8,842.20)
Cascade	12,168.18	22,524.00	44,808.00	81,234.41	(1,734.23)
Chouteau	16,728.00	16,632.00	33,216.00	53,895.71	12,680.29
Custer	9,372.00	9,324.00	18,696.00	21,531.56	15,860.44
Daniels	6,012.00	5,964.00	11,928.00	20,048.85	3,855.15
Dawson	10,128.00	10,080.00	20,112.00	47,058.60	(6,738.60)
Deer Lodge	7,524.00	7,500.00	15,000.00	29,670.45	353.55
Fallon	5,616.00	5,712.00	11,232.00	11,302.25	11,257.75
Fergus	14,784.00	14,736.00	29,424.00	57,283.12	1,660.88
Flathead	830.00	25,980.00	51,768.00	75,991.67	2,586.33
Gallatin	14,676.00	14,532.00	29,112.00	56,916.61	1,403.39
Garfield	9,312.00	9,336.00	18,816.00	9,611.55	27,852.45
Glacier	(456.00)	10,248.00	20,496.00	23,193.37	7,094.63
Golden Valley	3,395.67	3,876.00	7,512.00	13,824.63	959.04
Granite	4,404.00	4,380.00	8,952.00	-0-	17,736.00
Hill	18,828.00	18,804.00	37,608.00	48,327.76	26,912.24
Jefferson	5,748.00	5,700.00	11,208.00	12,153.52	10,502.48
Judith Basin	3,068.00	7,020.00	14,424.00	20,428.07	4,083.93
Lake	2,076.00	12,444.00	24,888.00	17,495.72	21,912.28
Lewis & Clark	12,288.00	12,240.00	24,432.00	7,500.00	41,460.00
Liberty	6,948.00	6,924.00	13,800.00	-0-	27,672.00
Lincoln	(728.00)	16,596.00	33,384.00	49,224.26	27.74
Madison	11,880.00	8,484.00	17,544.00	50,862.36	(12,954.36)
McCone	8,388.00	11,784.00	23,520.00	25,569.38	18,122.62
Meagher	5,352.00	5,328.00	10,656.00	29,789.11	(8,453.11)
Mineral	4,824.00	5,064.00	10,080.00	-0-	19,968.00
Missoula	3,202.00	22,632.00	45,312.00	70,466.51	679.49
Musselshell	6,480.00	6,600.00	13,200.00	13,154.69	13,125.31
Park	10,116.00	10,164.00	19,560.00	31,425.00	8,415.00
Petroleum	4,236.00	4,212.00	8,376.00	22,080.00	(5,256.00)

Phillips	9,963.66	13,692.00	27,384.00	31,746.45	19,293.21
Pondera	4,276.00	9,252.00	18,504.00	22,500.37	9,531.63
Powder River	8,352.00	8,304.00	16,560.00	33,121.95	94.05
Powell	6,468.00	6,516.00	12,984.00	7,511.50	18,456.50
Prairie	4,836.00	4,812.00	9,624.00	9,014.56	10,257.44
Ravalli	9,616.00	14,304.00	28,656.00	31,178.95	21,397.05
Richland	1,547.43	10,512.00	21,024.00	28,449.82	4,633.61
Roosevelt	(888.00)	11,280.00	22,560.00	16,072.06	16,879.94
Rosebud	4,173.00	13,272.00	26,784.00	33,371.71	10,857.29
Sanders	11,496.00	11,424.00	23,040.00	44,360.71	1,599.29
Sheridan	9,276.00	9,276.00	18,504.00	7,909.66	29,146.34
Silver Bow	5,062.00	17,076.00	34,152.00	57,426.51	(1,136.51)
Stillwater	8,736.00	8,688.00	17,328.00	34,354.96	397.04
Sweet Grass	5,100.00	5,052.00	10,104.00	27,693.22	(7,437.22)
Teton	10,728.00	10,608.00	21,168.00	16,397.93	26,106.07
Toole	9,408.00	9,360.00	18,672.00	18,240.00	19,200.00
Treasure	2,808.00	2,784.00	5,616.00	5,000.00	6,208.00
Valley	19,644.00	19,836.00	39,672.00	62,439.67	16,712.33
Wheatland	4,200.00	4,176.00	8,304.00	13,035.35	3,644.65
Wibaux	3,948.00	3,924.00	7,848.00	-0-	15,720.00
Yellowstone	27,180.00	26,604.00	53,160.00	94,527.75	12,416.25
	$437,561.94	600,000.00	1,200,000.00	1,675,893.39	561,668.55

APPORTIONMENT OF STATE CONSTRUCTION FUNDS

Montana law requires that State highway construction funds be divided among the different systems and among the financial districts, counties and urban cities on the basis of prescribed formulas. The tables on this page show the distribution percentages for the fiscal years ending June 30, 1970 and June 30, 1971.

INTERSTATE SYSTEM

Financial District	Counties	Percentages for FY 1970	FY 1971
2	Toole	3.7269	3.1356
4	Dawson, Prairie, Wibaux	7.2146	6.9974
6	Cascade, Pondera, Teton	10.2559	9.3709
7	Broadwater, Jefferson, Lewis & Clark	13.0109	14.0737
8	Granite, Mineral, Missoula, Powell	18.9434	22.1936
9	Beaverhead, Deer Lodge, Madison, Silver Bow	13.8526	13.2558
10	Gallatin, Park, Sweet Grass	8.0389	7.3675
11	Big Horn, Stillwater, Treasure, Yellowstone	18.8283	17.7730
12	Custer, Rosebud	6.1285	5.8325
	TOTAL	100.0000	100.0000

Allocation percentages have been adjusted in accordance with the latest needs estimates of January 1, 1968 and November 1, 1969, respectively. The Interstate System does not enter Financial Districts: 1, 3 and 5 and some counties in other Districts.

PRIMARY SYSTEM

(Based on Deficient Highway Mileage)

Financial District	Counties	Percentages for FY 1970	Percentages for FY 1971
1	Flathead, Lake, Lincoln	12.2169	10.9060
2	Blaine, Glacier, Hill, Liberty, Toole	6.9920	6.8748
3	Daniels, Phillips, Roosevelt, Sheridan, Valley	9.2718	9.0241
4	Dawson, McCone, Prairie, Richland, Wibaux	7.3779	7.2398
5	Fergus, Garfield, Petroleum	7.0123	7.0496
6	Cascade, Chouteau, Judith Basin, Pondera, Teton	8.4087	9.1423
7	Broadwater, Jefferson, Lewis & Clark	5.5550	6.2217
8	Granite, Mineral, Missoula, Powell, Ravalli, Sanders	10.4956	10.5975
9	Beaverhead, Deer Lodge, Madison, Silver Bow	5.7124	5.7281
10	Gallatin, Meagher, Park, Sweet Grass, Wheatland	8.1294	7.9391
11	Big Horn, Carbon, Golden Valley, Musselshell, Stillwater, Treasure, Yellowstone	9.2820	9.5434
12	Carter, Custer, Fallon, Powder River, Rosebud	9.5460	9.7336
	TOTAL	100.0000	100.0000

Percentages shown exclude Primary System mileage located on Interstate System.

SECONDARY SYSTEM

(Based on land area, rural road mileage, rural population and rural land value.)

Financial District	Counties	Percentages for FY 1970	Percentages for FY 1971
1	Flathead, Lake, Lincoln	9.1684	9.1731
2	Blaine, Glacier, Hill, Liberty, Toole	10.8524	11.1510
3	Daniels, Phillips, Roosevelt, Sheridan, Valley	10.5576	10.3479
4	Dawson, McCone, Prairie, Richland, Wibaux	6.6615	6.7969
5	Fergus, Garfield, Petroleum	5.1876	5.1823
6	Cascade, Chouteau, Judith Basin, Pondera, Teton	12.4894	12.4598
7	Broadwater, Jefferson, Lewis & Clark	3.7118	3.7376
8	Granite, Mineral, Missoula, Powell, Ravalli, Sanders	9.1337	9.1919
9	Beaverhead, Deer Lodge, Madison, Silver Bow	5.9901	5.8046
10	Gallatin, Meagher, Park, Sweet Grass, Wheatland	6.6951	6.7113
11	Big Horn, Carbon, Golden Valley, Musselshell, Stillwater, Treasure, Yellowstone	11.7157	11.6932
12	Carter, Custer, Fallon, Powder River, Rosebud	7.8367	7.7504
	STATE TOTAL	100.0000	100.0000

URBAN SYSTEM

(Based on Urban Population of 5,000 or More)

Urban City	Percentages for FY 1970	FY 1971
Anaconda	4.1696	4.1696
Billings	18.2819	18.2819
Bozeman	4.6217	4.6217
Butte & Environs	14.3544	14.3544
Glasgow	2.2132	2.2132
Glendive	2.4415	2.4415
Great Falls	19.1487	19.1487
Havre & Environs	4.1191	4.1191
Helena	6.9968	6.9968
Kalispell	3.5114	3.5114
Lewistown	2.5625	2.5625
Livingston	2.8465	2.8465
Miles City	3.3432	3.3432
Missoula & Environs	11.3895	11.3895
TOTAL	100.0000	100.0000

Population reported in Census for fringe areas of Butte, Havre and Missoula has also been included as Urban population in accordance with requirements of State law. The percentages will remain constant until the final 1970 census figures are available.